

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

COMPARE!
Our lenses are the finest grade
obtainable. We could substitute
and save you a few dollars to the
detriment of your eyes. We do not
substitute—your eyes are safe with
us. Highest Qualifications and
Forty Years of Conscientious Ser-
vice to the public of Hongkong.
N. LAZARUS
Hongkong's Only European Optician
19, Queen's Road Central.
Under the Management of
RALPH A. COOPER,
Qualified Sight Testing Optician by
Canadian Government Examination.

No. 21,246 號六拾肆百千壹萬第 日四初月七年寅丙

HONGKONG, WEDNESDAY, AUGUST 11th, 1926 叁拜禮

號壹拾月八年五十國民華中 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME TABLE.

WEEK DAYS

STATIONS	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon...	Dep. 4.40	9.15	10.50	11.40	12.00	1.15	5.55	7.10
Yau Ma Tei...	Dep. 4.50	9.25	10.59	11.49	12.09	1.24	6.04	7.19
Shatin...	Dep. 5.00	9.35	11.04	11.54	12.14	1.29	6.14	7.29
Tai Po...	Dep. 5.10	9.45	11.14	12.04	12.24	1.39	6.24	7.39
Tai Po Market...	Dep. 5.20	9.55	11.24	12.14	12.34	1.49	6.34	7.49
Fanning...	Dep. 5.30	10.05	11.34	12.24	12.44	1.59	6.44	7.59
Shenzhen...	Dep. 5.40	10.15	11.44	12.34	12.54	2.09	6.54	8.09
Shenzhen...	Arr. 7.45	10.19	11.38	12.20	12.58	2.13	6.58	8.08

SHA TAU KOK BRANCH.

STATIONS	A.M.	A.M.	P.M.	P.M.
Fanning...	Dep. 7.45	11.30	2.20	6.25
Shatin...	Dep. 8.40	12.25	3.15	7.20

STATIONS	A.M.	P.M.	P.M.	P.M.
Fanning...	Dep. 7.45	11.30	2.20	6.25
Shatin...	Dep. 8.40	12.25	3.15	7.20

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. The, Cook & Son, Ltd., Hongkong, or from THE AMERICAN EXPRESS CO., Ltd., Hongkong.

H. P. WINSLOW, Manager.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily.
(Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily.
(Sundays: 4 P.M. only).

On WEDNESDAY, 11th, THURSDAY, 12th, and FRIDAY, 13th AUGUST, Steamer leaves Hongkong at 2 P.M. instead of 4 P.M.

On SUNDAY, 15th INSTANT, i.e. "TAISHAN" will depart from Company's Wing Lok Street Wharf, at 9 A.M., and from Macao at 4 P.M.
Above sailings are subject to weather conditions, and intending passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

THE STANDARD LIFE ASSURANCE CO.

£1,000 on attaining the age of Fifty-five.
Premiums moderate. Conditions liberal.

Particulars from—

DODWELL & CO., LTD.,

AGENTS.

5, QUEEN'S BUILDING

CAMMELL LAIRD & Co., Ltd.

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., Ltd.
Birkenhead, Sheffield, Nottingham, Birmingham,
Leeds, Penistone and London.

RAILWAY PASSENGER COACHES

FREIGHT & COAL CARS

STEAM DRIVEN RAIL COACHES
"NEWLAY" SOLID BOLDED STEEL RAILWAY WHEELS.
13, PEKING ROAD, SHANGHAI.

COLLECTION OF POSTAGE

STAMPS

MOUNTED IN BOOKS CONTAINING BOTH

MINT AND USED STAMPS.

500 STAMPS, ALL DIFFERENT FOR \$4	8
1,000 do.	18
2,000 do.	30
3,000 do.	50
4,000 do.	75
5,000 do.	100
10,000 do.	500

FULL SATISFACTION

GUARANTEED.

GRACA & CO.

DEALERS IN PHILATELIC GOODS, VICTORIAN
POSTCARDS, GARDEN SEEDS, ETC.
No. 10, WYNDHAM STREET, HONGKONG.
P.O. Box No. 639.

ON SALE.

HONGKONG HANBARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1925.

Revised by Members.

PRICE 85

DAILY PRESS OFFICE.

SPORTING.

GUNS by W. W. GREENER WEBLEY
and SCOTT, and Other Makers—British,
French and American.

B.S.A. Air Rifles, and Miniature Rifles,
12 Calibre, Repeating and Automatic.

SPORTING CARTRIDGES of all des-
criptions.

Agents for W. W. GREENER, Ltd.,
BIRMINGHAM.

HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
8, BROMFIELD ARCADE.

THE FOREIGNER IN CHINA.

PROBLEM OF THE SETTLEMENTS.

WHAT LADY ROSIE THINKS.

SUGGESTED SOLUTION.

Lady Rosie, who revisited China with her brother, Professor Scott, a member of the Boxer Indemnity Commission, has contributed the following interesting article to the *Sunday Times*:

The white man in China has a different problem from any other in the world. He can claim no sort of authority in the country, as in India or Africa. He is purely in the position of a guest; sometimes an unwelcome one, but also sometimes an honoured and welcome one. He is segregated in a settlement or concession. He may not live outside it, unless he is a missionary, when he comes under a special treaty clause which he owes to early French patronage of Catholic missions. The settlements are small areas of land fringing a Chinese city. But the foreigner has made these areas of segregation so beautiful and prosperous that the "fringe," so to speak, has become more desirable than the garment to which it is attached. The guest has been guilty of outstanding the host. *Hinc vix lachrymæ*—and many of the late troubles between Chinese and foreigner.

The settlement of Shanghai is inhabited by dense crowds of persons, of whom the foreigners form but a mere fraction. Nearly a million people live round about Shanghai settlement, of whom eight hundred thousand are Chinese. A large proportion of the remainder are Japanese, and of the remaining handful of white people some ten thousand are Russian refugees. The streets of shops behind the Bund are entirely Chinese owned; wealthy Chinese, far wealthier than the foreign merchants, have built palaces for themselves in the more attractive districts, and thousands of poorer Chinese live in the purlieus. Away from the water front, if you lose your way, you will walk an hour before you meet anybody but a Chinese to direct you, and you will be lucky to find one who understands any language but Chinese.

This city, with its vast Chinese population, is still presided over, as in its inception, by a municipal council run on English lines by a small group of public-spirited gentlemen, mainly British and American. And very successfully, too. There are all the latest developments. The railless tram, driven excellently by a Chinese mechanic, the white line for traffic, red and green lights at night at crossroads, a model and very humane gull and reformatory, clean streets: all of these are to be found in Shanghai. And not a single one of them, nor anything approaching them, across a road, not a very wide one, where another tramway with rails runs in the real Shanghai, the garment to which the settlement is the fringe. For Shanghai native city, whose walls were torn down for the tramway, keeps its native ideas of sanitation, and the disposal of garbage in its streets persists as for the last many hundred years.

CONTRAST AND FRICTION.

Looking at the settlement, and seeing the throngs of Chinese working and living there and paying taxes, it is not unnatural that certain Chinese students, sore at heart, studying modern history, should cry, "Give us back our settlements. They are Chinese soil; and it is a shame and an injustice that foreigners should have complete rule over so many of our people and over such a fair corner of our land." The foreigner, who has been almost driven out of his own settlement by the flood of Chinese coming in, either for protection from their own soldiers or to trade in peace between themselves and with him, becomes annoyed. He has to live on the edges of the settlement, in much smaller houses, for the most part, than the rich Chinese, and bear the brunt of very greatly enhanced prices. He naturally replies: "We made the settlement what it is out of a scrap of waste ground you could not use. What is to become of us if you take it over? We made it desirable. If you had it, how long would you keep it so? How long would it be before it was full of corruption, literally and spiritually, as your own Shanghai city which is next door to us. Go and govern that decently, and then come and talk to us!"

THE CHINESE DEMAND.

That has, in effect, been the situation for some time. And regrettable incidents arise from the friction. Since last year, after actual shooting took place in May, a certain lack of co-ordination in city governance has been corrected by putting one man, an Englishman, in charge of the settlement as Commissioner, and he has the responsibility for preserving peace therein, at least amongst the mob. Moreover, the municipal council decided that three Chinese members be put on their committees. Instead, however, of accepting this as a grace, the Chinese association dealing with the matter, urged by wire-pullers of the revolutionary type, replied that they would only be satisfied with representation equal to their taxation! Now the Chinese, being so enormously in the majority, pay by far the greater part of the taxes. So if Shanghai wishes to uphold the demo-

(Continued on next column.)

EIGHT MONTHS A PRISONER.

COMPENSATION FOR HONGKONG DETECTIVE.

ARRESTED AND ASSAULTED BY STRIKE PICKETS.

The unhappy experiences of a Hongkong Chinese detective, who was arrested by strike pickets in Canton last year, will be placed before the Finance Committee of the Legislative Council to-morrow when a sum of \$1,250 will be asked for to cover this officer's expenditure and to leave a small margin as compensation for the hardship he was made to suffer.

This detective P.C. Cse Mak Po Tai was sent to Canton on duty, and on 28th June, 1925, was arrested and detained by strikers at Canton. He was severely assaulted and lost his watch and clothing. He was taken over from the strikers by the Police Department in Canton and detained until 28th February, 1926, when he was sent to Macao. He had thus been a prisoner for eight months, and suffered severely at the beginning of his detention as a result of ill-treatment. He was attended daily by a Chinese doctor for between two and three months, and was supplied with Chinese medicine. He was obliged to borrow money for food, medicine and comforts from friends and relatives including members of the Police Department in Canton. His friends also expended certain sums with a view to securing better treatment for him.

In addition to these expenses the Government consider it reasonable to allow him compensation. A sum of \$247.70 has therefore been added making a total of \$1,250.

Doctor and medicine	\$788.00
Food	90.00
Expended by friends	110.00
Loss of clothes and watch	38.30
Compensation	247.70
	\$1,250.00

eratic doctrine of "no taxation without representation," the foreigner, for whom and by whom the settlement was created, would be swamped entirely out of its government. Alas! it is too obvious that, in that case, Shanghai settlement would soon be in the same deplorable condition as Shanghai native city. Democracy would have defeated its own ends.

You have only to look at a rickshaw coolie in Shanghai and compare his cleanliness, his clothing, his aspect of general well-being, despite the ever-present financial cares of the poor, with the crowds of unfortunates coming in from the countryside, full of sores and vermin, despair in their eyes. You know that, if for his sake only, the foreigner must still take the lead in the settlement, and keep the banners of justice, incorruption and social service flying.

THE RICH CHINESE.

Indeed, the difficulty of the settlements is the rich Chinese, and these the foreigner would willingly offer up on the altar, if he knew how. Sometimes they are political vampires escaping with their ill-gotten gains, military strapons who have robbed a province, contractors who have built up the Yellow River dykes with mud instead of concrete. Of course, not all the money of the wealthy Chinese is tainted. But the fact remains that outside the very reasonable municipal demands they pay not a cent, not a cash, to anyone! They have neither income-tax, nor poor law, nor education-tax. Being outside the reach of their own Government, they contribute neither to the army nor the navy. The Government says, if there were no concessions they could catch and mulct them. They are optimistic in this, for I imagine they would repair to Manila, or Singapore, or Japan. But with their own country in such a hapless plight they are content to live on their riches in Shanghai or Peking.

THE ONLY SOLUTION.

But a light has arisen in this difficulty. A new general, Sun Chuan Fang, the marshal of the three provinces round about Shanghai, has publicly said that he is ashamed of the condition of things, and intends to make the neighbourhood of Shanghai as clean and well governed as the settlement. We have grown sceptical of generals who talk largely of the regeneration and unification of China. But this is a brave man, for he has acknowledged the shortcomings of his people, which the others labelled misfortunes. And he has begun by appointing someone to do the work and start at once. Moreover, he has chosen Dr. V. K. Ting for the part. Dr. Ting struggled his way with many hardships to a brilliant degree at a Scottish university. So he has the pluck he will need to bring this thing through.

It is indeed, the only solution—to make the garment as fair as the fringe upon it. Undoubtedly there will come many causes for friction yet between Chinese and foreigner. Amongst many other virtues, however, the Chinese have supremacy that of patience. If they have endured their own misrule for so many years, surely we can endure a few misunderstandings and take example from their patience. All the virtues are not on the one side.

PROPERTY MARKET.

REPORT OF THE LAND OFFICE FOR 1925.

NORMAL NUMBER OF REGISTRATIONS.

The report of Mr. Philip Jacka, the Land Officer, for 1925 states that there was a decrease in the number of deeds registered in the Land Office during the year 1925 as compared with the two preceding years, which was due to the continued depression in the property market and to the abnormal conditions which existed in the Colony during the last six months of the year. Towards the end of the year there was a slight recovery and the total amount of registration done during the year eventually reached a point which was normal in the years before the boom in house property. During the year 1925, 4,226 deeds and documents were registered affecting 5,463 lots of land. The total consideration on sales mortgages surrenders and miscellaneous documents amounted to \$114,168,002.

GRANTS OF LAND.

The total area of land granted on lease during the year was 899 acres of which 618 acres were dealt with by the District Officers. The total area resumed was 478 acres, the excess of land granted over land resumed during the year being 330 acres. This is exclusive of quarries and lands let for short terms under temporary permits issued by the Public Works Department.

SURRENDERS.

One hundred and fifty six deeds whereby one hundred and eighty lots were surrendered to the Crown were prepared and registered in the Land Office. The majority of these related to lots which were required for public improvements including practically the whole of the village of Wongmichong which has now disappeared. In many cases new lots have been granted in exchange for the lots which have been surrendered. Sums amounting to over one million dollars have passed through the hands of the Land Officer and been paid as compensation.

LEASES AND FEES.

The number of Crown Leases issued during the year was 178. The total amount of fees collected by stamps (exclusive of the New Territories) during the year was \$75,054.75 being \$26,541.50 less than the previous year. Land registration fees in the New Territories amounted to \$5,821.45 and Crown Lease fees to \$120.00.

Stamp Duty paid on registered documents exclusive of Probates and Letters of Administration amounted to \$394,496.65 Stamp Duty on Probates and Letters of Administration registered amounted to \$1,001,607.50.

CROWN RENT ROLLS.

The Crown Rent Roll for Hongkong and Kowloon and the Village Crown Rent Roll were revised during the year. The total number of lots on the Hongkong and Kowloon roll was 5,178, an increase of 180 on the preceding year. Crown Rent amounted to \$570,123.39 a decrease of \$3,922.95 which is mainly accounted for by the surrender of some large lots in Junk Bay.

The total number of lots on the Village Rent Roll was 3,511 a decrease of 838 on the preceding year and the total Crown Rent in this roll was \$2,242.90 as compared with \$2,563.05 in the preceding year a decrease of \$320.15.

One thousand two hundred and twenty nine documents were prepared in the Land Office during the year.

ROME'S POLICY IN THE MISSION FIELD.

PAPAL LETTER TO CHINA MISSION.

The Pope has addressed an Apostolic Letter to the heads of the mission in China which contains interesting references to the Church's general policy in non-European countries.

The Pope declares that the Church's situation in China would be better but for fallacious ideas current in the Far East that missionaries pursue political claims advantageous to foreign countries in addition to purely spiritual aims. The intrigues of secular politics have sometimes given colour to such suspicions, but where the Church has accepted the protection of foreign Powers this was not a mark of hostility against the natives but sprang from motives of sheer necessity. Each Government has obviously the right to protect its own subjects in foreign countries—missionaries with the rest—but the Church only accepts such protection within strictly necessary limits. For the Church there is no race distinction, all men being brothers. She has always fought against the penetration of nationalist spirit among missionaries and seeks to create everywhere native clergy capable of taking over the management of local churches.—Ez.

KUPPER PILSENER BEER.

LIGHT AND REFRESHING.

SOLE AGENTS:

CALDBECK,
MACGREGOR
& CO., LTD.

[Incorporated under the Companies' Ordinances of Hongkong.]

15, QUEEN'S ROAD CENTRAL. TEL. CENTRAL 75.

THE

HONGKONG

HONGKONG HOTEL; REFUGEE BAY HOTEL;
PEARL HOTEL.

Telegraphic Address:

"KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOTEL; PALACE HOTEL;
KALIN HOTEL; MARITIME HOTEL.

Telegraphic Address:

"CENTRAL, SHANGHAI."

HOTELS LIMITED.

In association with the GRAND HOTEL DES
WAGONS LITS, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION.

Electric Lifts and Lighting.

Telephones on each floor.

Hotel Launch meets all Steamers.

Telephone: Central No. 37?

Tel. Address: VICTORIA.

J. WITCHELL,
Manager.

43

PALACE HOTEL.

TEL. Kowloon No. 3. Tel. Ad: "PALACE"

Three Minutes from Kowloon Wharf, Ferry
Wharf and Railway Station.

Entirely under English Management

Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE BATH.

Lounge, Bar and Billiard Rooms. Unrivalled
Cuisine under the personal supervision of
the Proprietress.

TERMS MODERATE

Special Terms to Families on application to—

Mrs. J. H. O'BERRY,
Proprietress.

44

The Only Hotel in CANTON.

Directly under European

Management.

THE VICTORIA HOTEL

Guides and Trips

arranged for

and Special Cars

Taken at TOURISTS

Cable Address: "VICTORIA."

45

GAELIC OLD SMUGGLER

A BRAND REGISTERED IN EVERY MARKET
OF THE WORLD.



Guaranteed a pure Scotch Whisky
composed of the Finest Old High-
land Malts and Grains of proved
Age and Maturity.

Gaelic Old Smuggler is the Premier
"Scotch" known and appreciated
Everywhere.

GANDE, PRICE & CO. LTD.

ST. GEORGE'S BUILDING, ICE HOUSE STREET,

HONGKONG. TEL. CENTRAL 135.

DON'T BE

ANNOYED

WITH DUSTY CARPETS

AND RUGS, SEND

THEM TO US

THEY WILL BE

RETURNED

FRESH AND

CLEAN.

ALL FOR

50 CTS.

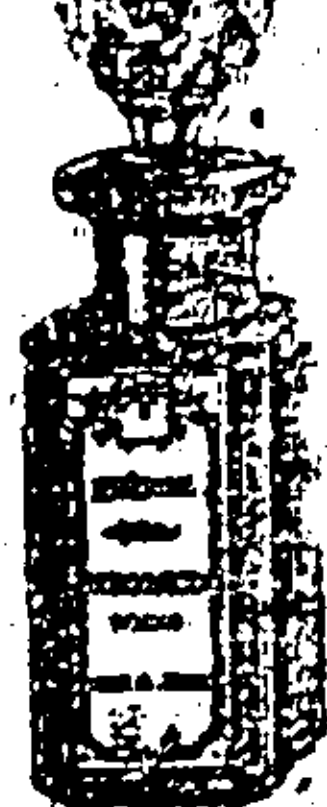
PER SQ. YD.

THE STEAM LAUNDRY CO.

HEAD OFFICE & WORKS: Mongkok, Tel. K. 32.
HONGKONG DEPOT: 18, Stanley St., Tel. C. 1279.
KOWLOON HOTEL DEPOT: KOWLOON DEPOT: 19, Canton Road.
PEAK HOTEL DEPOT: HONGKONG HOTEL (Visitors only).
Write or Phone for complete Price List.

PERFUMERY

Manufactured by
RIGAUD, PARIS.



"AIR
EMBALMADO"
"MARY GANDER"
"ROSA CARINOSA"
"DULCE MIA"
"LILAS RIGAUD"

Obtainable from
VICENTE ATIENZA & Co.,
No. 54, Nathan Rd., Kowloon, Tel. K. 1.



For the Evening Toilet

"Hazeline" Snow

Soothes the skin, making
it cool and white. Vanishes
completely, leaving a perfect
surface for powder.

"Hazeline" Rose Frost

Gives a natural colour to pale cheeks

Both in glass pots

All Chemists and Stores

BURROUGHS WELLCOME & CO., LONDON

MA 4495

HONGKONG AMUSE- MENTS, LTD.

ANNUAL MEETING OF SHAREHOLDERS.

A DIVIDEND OF 15 PER CENT.

"INDIGNATION AT PRICES OF ADMISSION."

The annual meeting of the shareholders of the Hongkong Amusements, Ltd., was held at the Queen's Theatre yesterday, when Mr. James H. Backhouse presided. The Chairman in his speech said that the crisis in June last year had materially affected the Company's theatres for some time. He further stated that a few people from time to time had publicly expressed their indignation at the prices of admission. He, however, pointed out that had they charged two cents less per head the Company would have shown a net loss of \$5,000.

A dividend of 15 per cent. was approved. Twenty per cent. was paid last year.

STATEMENT OF ACCOUNTS.

The statement of accounts presented to the meeting was as under:

The Net Earnings for the year amount to \$38,175.23 making with \$18,715.99 brought forward from last year, \$56,891.22, which it is recommended to be appropriated as follows:—

To place to "Legal" Reserve Fund, in accordance with the Articles of Association...	\$ 1,953.75
To pay Commission to Managing Directors	\$ 5,582.47
To pay a Bonus to Chinese Theatre Staffs	960.00
To pay a Dividend of \$1.50 per Share on fully paid-up Preferred Ordinary Shares (Pro-rata for the 1925 issue as from date of final payment)	16,968.45
To pay a Dividend of \$0.50 per Share on Deferred Ordinary Shares	4,000.00
To carry forward to Credit of Next Account	26,423.51

SCOPE OF BUSINESS INCREASED.

The CHAIRMAN commenting on the year's work said:

Gentlemen, you have had the report of your Directors and the Statement of Accounts before you for some seven or eight days. I therefore have formally to move that the Report and Statement of Accounts as presented, be received, approved and adopted. If my remarks last year were short, this year they will be shorter still.

I can afford to be so very brief because on this occasion there appear to be no explanations necessary or desirable except perhaps in one or two directions. The year's work under review, viz., 1925-26, has seen a great increase in the scope of our business. Our plans, as briefly intimated to you at our annual meeting last year, have fruited, resulting in the acquisition of the Queen's and World Theatres during the year. The Queen's Theatre was taken over by your Company from August 1st, 1925, and the World Theatre was acquired from the Hongkong Government during the latter part of September, 1925, and to date, both theatres have been working very satisfactorily. Owing to the close proximity to the Queen's, the Coronet Theatre—our former popular Little House—was closed on our taking over the Colony's Premier Cinema House.

EFFECT OF THE CRISIS.

The Boycott and crisis which commenced in June of last year has caused considerable anxiety in the commercial sphere of this colony. The facts are too well known to all and it is needless for me to make any comment except perhaps in connection with the effect on our chain of theatres. The situation naturally hit our Chinese theatres very seriously, namely, the Grand Theatre at Wanchai, the New Taiyat Theatre at Yau-mai, and the Cheong Lok Theatre at Sai-wan-ho, which are situated in the heart of industrial and labouring districts. Fortunately, however, the effect did not continue for long and after a few months, conditions returned to a more or less normal state.

HOPE FOR FUTURE.

Owing to considerably increased expenditure and overhead consequent upon our taking over two of the Colony's largest theatres your Directors regret that they are unable to repeat the previous year's dividend of 20 per cent. but they are recommending a dividend of 15 per cent., which, I feel sure, in view of the Company's increased overhead and the troublous period which we have all experienced, will be a source of gratification to you just as surely as it is to them, especially as we are able to carry forward an amount of some \$28,000 nearly 60 per cent. above last year's figure. We have every reason to hope that the immediate future will yield even better results.

SMALL MARGIN TO WORK ON.

A few people have, from time to time, publicly expressed their indignation at our prices of admission and, as a matter of interest, I would point out that approximately 2½ million people visited all our theatres in a year and if we had charged 2 cents less per head for admission we would show a net loss of some \$5,000 instead of a net earning of nearly \$40,000 a fact which clearly indicates the very small margin on which your Company is working. As last year, we

have budgeted for a bonus to be paid to Chinese Theatre Staffs, which will not exceed \$900. You will, I am sure, cordially approve this recognition of faithful and arduous service.

The Chairman then moved the adoption of the report and the statement of accounts.

Mr. J. M. NORONHA seconded, and the motion was carried unanimously.

DIRECTORS RE-ELECTED.

Mr. H. W. RAY proposed the re-election of Mr. J. M. NORONHA, and Mr. Ma Tsui Chiu as directors. He also proposed that Mr. Joseph Gubbay be elected, thus increasing the number of the Board by one. In making the proposition Mr. Ray said that Mr. Ma Tsui Chiu was filling the place vacated by Mr. B. Monteith Webb, who had left the Colony. He also spoke appreciatively of the Directors who had given considerable time and help during the period of the crisis, and in particular mentioned Mr. Backhouse.

The proposed directors were appointed. The Chairman proposed and Mr. Oat seconded that a dividend of \$1.50 per share be paid on the Preferred Ordinary Shares (pro-rata for the 1925 issue as from date to final payment) and a dividend of 50 cents per share be paid on the Deferred Ordinary Shares. This was carried.

Mr. H. Greenwood, the auditor, was re-elected at a fee of \$500 per annum. Those present were Mr. J. H. Backhouse (Chairman), Messrs. J. M. Noronha, H. W. Ray, R. E. Oat, Ma Tsui Chiu (directors), A. Nemaree, H. Priestley, Mr. H. E. Butler, J. Chan and other shareholders.

RE-ORGANISING SHARES.

THE NECESSITY TO HAVE A BIG RESERVE.

Following the annual meeting of the shareholders of the Hongkong Amusements, Ltd., yesterday the report of which appears in another column, an extraordinary meeting was held.

Mr. J. H. Backhouse presided.

The meeting was for the purpose of approving a resolution for the re-organising the shares of the Company.

Mr. Lo Kan, who had only arrived late that morning from Shanghai by the "Empress" boat, did not agree with the proposed change.

The meeting had therefore to be adjourned.

THE RESOLUTION.

The resolution was as under:—
That the 8,000 Deferred Ordinary Shares of \$5 each and the 16,000 Preferred Ordinary Shares of \$10 each in the Company be re-organised and consolidated into one class of 20,000 shares of \$10 each to be called ordinary shares, and to rank as regards dividend and capital *par passu* and each share to confer one vote and that the Company's Memorandum and Articles be altered accordingly.

THE EXPLANATION.

Explaining the resolution the CHAIRMAN said: Following on various discussions which your Board had had in regard to the "A" shares making the "A" and "B" shares and the General Managers' class with the interests of the Company, which your Board has looked on as a very serious matter, a definite offer has been made to the Company by the holders of the Deferred Shares offering to exchange the whole of their issue for Preferred Ordinary Shares at the rate of 24 "A" Shares for 17 "B" Shares. Of course, the important point was, what is fair value for the Deferred Shares? Several people have been consulted on the matter, including the Company's auditor, and after very comprehensive and careful consideration the above proportion was agreed upon. In accordance with the Company's Articles of Association and in the event of larger dividends being declared in future years (which we have every reason to believe they will) the percentage value of these Deferred Shares in regard to the Preferred Ordinary increases rapidly. On the other hand in the event of reorganisation or winding up it is specifically stated in our Articles of Association that these shares rank on an absolute equality with the "B" shares in the distribution of assets. Under Article 74, the holder of 75 per cent. of the "A" shares has a right of offering the whole issue of these shares to the Company.

Considerable arguments may be attained in relation to the differences between these two issues and after due consideration and taking everything into account the Board considers that an exchange at the rate of 24 "A" shares for 17 "B" shares is very justifiable and the consolidation of the two classes of shares is indisputably in the interests of the company.

The CHAIRMAN then proposed that the resolution be approved.

Mr. Oat seconded and said that it would be to the interest of the company to have all the shares on one basis.

PREMIUM "TOO HIGH."

Mr. Lo Kan said that Mr. Stevens in Shanghai, for whom he was acting as proxy, was opposed to the resolution. He was of opinion that the "A" shares were at too high a premium.

The CHAIRMAN: Can we take it that Mr. Stevens is prepared to vote for his own shares to be cut down by 50 per cent.?

He further stated that Mr. Stevens held 2,000 "A" shares and he did not think that he would express the opinion that the price of his shares was too high.

Mr. Ray said that he had a letter from Mr. Stevens in which the latter complained of the price being too little and expressed the opinion that he ought to get more.

The CHAIRMAN said that the "A" shares were far more privileged than the "B" shares which made their value considerably more than half "B" shares. For instance, if a dividend of 20 per cent. was

(Continued on next column.)

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement.

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

[56]

Java

Where Portuguese, English and
Dutch in turn Struggled for Mastery,

has been since the 16th century, a Magnet attracting
from Europe all who sought Trade, Adventure or Gain.

To-day it is rapidly becoming known as one of the Gems of the
Pacific—The Pearl of the Orient—and attracts Tourists and Visitors
from all parts of the world.

To those seeking relief from the
oppressive and trying local sum-
mer, there is no place which holds
forth such a pleasing prospect of
complete change of surroundings,
of scenery and of climate.

8 days to Batavia, a short journey
then takes the traveller to the
Highlands, where all the trials of heat
and humidity are forgotten in a
temperate climate unsurpassed in
any tropical country.

Big Game shooting

Wonderful ancient Temples

Motor tours through magnificent scenery

Dolce far niente, for those who prefer it, in

Hill resorts like Sindanglaja or Tosari, where

Fires in the evening will be appreciated.

The magnificent vessels of the Java-China-Japan Line sail
direct to Batavia, or to Sourabaya via Macassar, and give the
traveller the added charm of a sea voyage through Calm and
Tropic Seas under Ideal Conditions.

S.S. "TJISONDARI" August 12th. S.S. "TJIMANOEK" August 20th.

The Return Fare to Batavia from Hongkong is \$300.

Full particulars of trips in Java and through the Dutch
East Indies from

JAVA-CHINA-JAPAN LINE

YORK BUILDINGS, 1st Floor.

Tel. C. 1574.

[A.P.B.]

declared then these \$5 shares, although
being only half the value of "B" shares
received a dividend of \$1 a share, which
was 20 per cent. If a dividend of 30 per
cent. was declared the \$5 shares would
get \$2, which was 40 per cent., against
a "B" share dividend of 30 per cent.
If there was ever a reorganisation by the
Company the "A" shares would have a
vote equal to the "B" shares.

When it came to decided the dividend,
further commented the Chairman, it was
impossible to cut down the dividend of
the holders of "A" shares, who were
the people making the money, to such
an extent as to affect adversely their
value. It stood to reason they were not
going to work all the year and get nothing
for it.

They must remember, said the Chair-
man, that their Articles of Association
dated from a time when the Company
was a very small one and certain restric-
tions were put on what the directors could
do in order that the founders of the Com-
pany should reap the effect of any benefit
when the Company was on its feet.

RESERVE TOO SMALL.

The result of restrictions in the Articles
was that for four years the Company had
been working on a reserve of \$7,000—an
amount which could be and actually had
been lost in a week, further commented
the Chairman. Whether the matter was
to be remedied to-day or not it certainly
would have to be remedied somehow;
some means would have to be found for
making the reserve greater. It was im-
possible to carry on as they had been
doing in the past with directors giving
their own personal guarantees on an over-
draft and paying \$50 for doing so.

The Chairman asked for any share-
holder's view on the matter but none was
forthcoming. He added that they seemed
to be no further as to the views of those
opposed to this resolution.

Mr. Lo Kan proposed an amendment
to the resolution that the meeting should
be adjourned in order that he might place
ideas before the meeting which he had
had no time for considering.

The amendment was carried.

FINDLATER'S

STAG'S HEAD BRAND

BRITISH LAGER BEER

VERY LIGHT

\$17.00 PER CASE OF
6 DOZEN PINTS.

Or \$3 per dozen including duty
delivered to your residence.

SOLE AGENTS—

GILMAN & Co., Ltd.,

Hongkong Bank Building.

Tel. C. 290.

[129]

MARTIN'S PILLS

APIOL & STEEL

Sure and certain for all Female
complaints. Every lady should
keep a box in the house.

Chemists and Stores sell
them throughout the world.

Prepared by

MARTIN, Chemist, Southampton, England

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
Tel. Central 234. 2, Queen's Buildings.

AGENTS FOR

BRIGGS' BITUMINOUS ENAMELS & SOLUTIONS.

SOLE AGENTS FOR

"UNION"

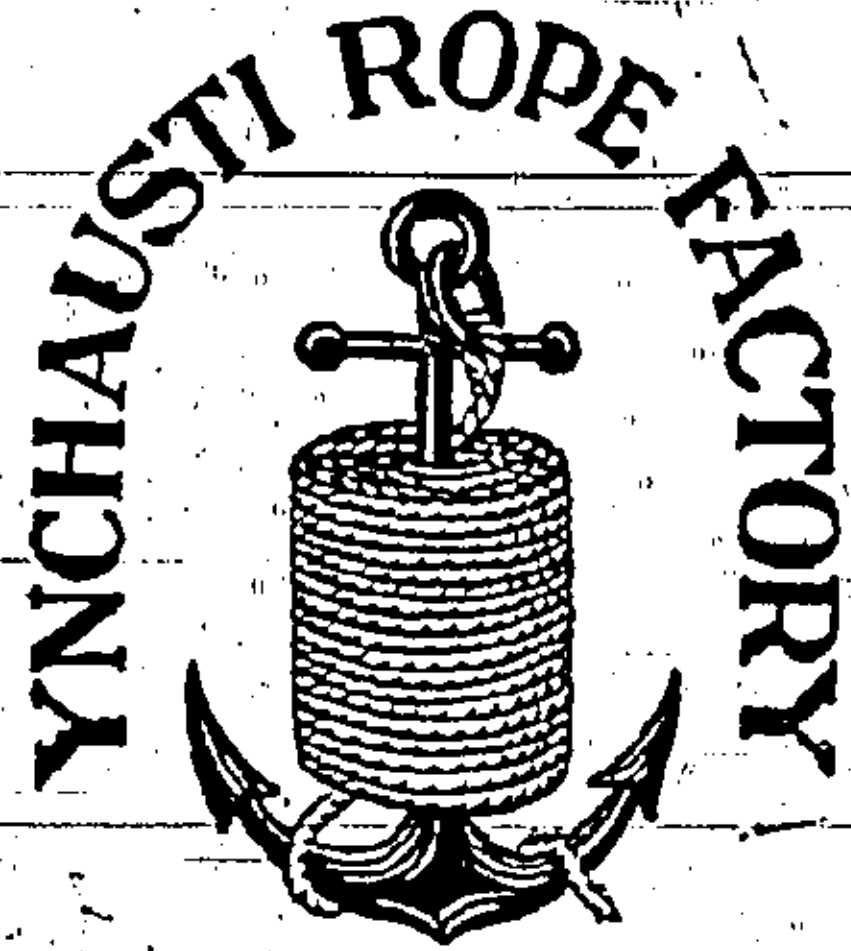
ANTI-CORROSIVE and ANTI-FOULING COMPOSITIONS FOR SHIP'S BOTTOMS.

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

ESTABLISHED 1854

MARINE ROPE
TRANSMISSION OF POWER ROPE
CABLE LAID
HAWSERS
WELL DRILLING CABLES.



ROPE OF ALL SIZES FOR ALL PURPOSES
MADE FROM PURE MANILA HEMP
MANUFACTURED BY THE MOST MODERN MACHINERY.

STOCKS ON HAND OF ALL SIZES—ENQUIRIES SOLICITED.
FACTORIES:—MANILA, P.I.
HONGKONG OFFICE:—KING'S BUILDING.
TELEPHONE CENTRAL 3165. A.P.B.

THE NAVY'S CHOICE



PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

410.



Selected cereals and pure milk

are the basis of Horlick's Malted Milk—and skillfully blended as they are—they supply the young growing system with the necessary nourishment in the most easily digested form.

Horlick's helps to make fine healthy babies and strong and vigorous children



In 4 sizes of all Chemists & Stores

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO JAPAN

SOLE AGENTS

MITSUI BUSSAN KAISHA LTD.

HONGKONG

FINANCIAL NOTES.

GOVERNMENT HOUSE AND CARS. ADDITIONAL SUBMARINE CABLE.

At the meeting of the Finance Committee of the Legislative Council to-morrow a sum of \$12,000 will be asked for to defray the cost of internal repairs to Government House.

Extensive renewals of the electrical wiring at Government House are necessary, and as this cannot be done without damaging the walls, it is considered expedient and economical to carry out the general overhaul internally of the building which is due this year. The electrical engineer reports that the existing wiring is in a dangerous condition and should be renewed at once.

A sum of \$2,000 will be required for the upkeep and running expenses of H.E. the Governor's motor cars. This sum, being approximately two-thirds of the estimated cost of running and maintaining His Excellency's private cars during the current year, is asked for with the sanction of the Secretary of State, as representing the cost of transport of the Governor and staff in their official capacity.

CABLE BETWEEN TAIKOTSUI AND STONECUTTERS.

An additional submarine cable between Taikotsui and Stonecutters, estimated to cost \$5,000, is regarded as necessary (a) to replace the existing cable connecting the Royal Observatory to Stonecutters, which is in a very poor condition, (b) to provide land line communications between Post Office and Stonecutters Wireless Telegraph Station. The cable is at present in store. It is suggested that it is advisable that this work should be put in hand as early as possible in order to ascertain whether the Naval Authorities at Stonecutters can deal satisfactorily with the Government traffic with which it is proposed to entrust them.

The cable when laid will enable a portion of the wireless telegraph traffic to be passed via the Naval Station, arrangements having been agreed to whereby Stonecutters will relieve D'Aguiar of some of the point to point traffic, and D'Aguiar will undertake the duties of the Naval Guard Ship and all work on 600 metres wave length. Should these new arrangements prove satisfactory, it is anticipated that further co-operation may be effected enabling an improved service for the Colony to be established at a minimum expenditure.

PEAK HOSPITAL.

COST OF MAINTENANCE.

ESTIMATED LOSS OF \$14,000 A YEAR.

When the Peak Hospital was taken over financially by the Government at the beginning of the year it was thought possible to make payment of salaries and other expenditure out of receipts. It has, however, been decided that gross receipts must be paid into revenue and expenditure must be charged against the votes for such expenditure passed by the Finance Committee of the Legislative Council.

At their meeting to-morrow the Finance Committee will be asked for a vote of \$9,000. The estimated expenditure of the Peak Hospital for 1926 was \$34,782, and it was anticipated that the revenue would amount to \$25,000, thus showing a deficit of \$9,782. The result of the first six months working shows that there will probably be a saving of \$1,000 on this estimated expenditure. At the same time, however, the receipts have not reached expectations and these are now put down at \$20,000. The revised estimate of expenditure for the year is \$33,640 and with the revenue \$20,000, the anticipated deficit at the end of the year is \$13,640.

The detailed figures are as follow:

	Estimated.	Expenditure for 1st half year 1926.	Revised Estimate for 1926.
Personal Emoluments.....	\$20,922	\$10,338.50	\$19,000
Other Charges.....			
Bedding and Clothing.....	700	1,208.60	2,000
Cleaning Materials.....	300	94.35	250
Conveyance allowances.....			
1 Matron.....	240	113.33	240
8 Nursing Sisters.....			
each.....	720	224.51	550
Fuel and Light.....	1,600	1,052.64	2,100
Furniture and Repairs to Furniture.....	600	400.00	800
Incidental Expenses.....	400	9.00	100
Medical Com-forts.....	1,000	114.19	350
Medicines, Surgical Appliances and Instruments.....	1,600	639.13	1,300
Provisions for Patients.....	6,000	3,359.80	6,500
Washing.....	700	199.53	450
		\$34,782	\$17,783.77
			\$23,640

	Estimated Revenue 1926.	Revenue for 1st half year 1926.	Revised Estimate for 1926.
Medical Treatment.....	\$25,000	\$9,787.40	\$20,000

'SQUITO.

THE OGRE OF MIDGETS.

A CHINESE POET'S PLEA FOR MERCY.

(Contributed.)

The little things count in life, and particularly in the East they count a great deal. Take the little buzzing, blood-thirsty, pinging, stinging, manikin-fly—the mosquito. As elusive as a will o' the wisp, as musical as Gray's droning beetle, but, of course, not as high-toned, and with a bite sharper than the sting of nettles.

Coming out East for the first time, persons are in holy dread of this little demon. They have learnt beforehand that it is the harbinger of malaria. Some doze themselves with quinine, some leave their bodies with citronella, whilst others burn Japanese joss-sticks.

CATS COMPARED WITH TIGERS.
When I voyaged East years ago, I was accompanied by a young Irishman. One time, hour before arriving in Singapore, we discussed mosquitoes.

"They swarm in Singapore," said the Captain, "if you have nets, better put them up."

He further emphasised that they raised huge lumps on some people's skin. Moreover, they caused malaria—a dreadful, shivering fever.

My companion was a fair-skinned as a flax-haired girl.

"The gnats at home," he said, "used to raise lumps on my face."

Said the Captain as blandly as if he were speaking the truth—"Gnats? You might as well compare tame cats with tigers, as gnats with mosquitoes. You are in for a bad time, my friend."

It is a long time ago, but I recollect that both my companion and I each bought a bottle of citronella. By the way, my bottle is half full this very day. Next morning my friend's face was swollen. I asked him if he had toothache. "No," he said, and how he twisted his poor mouth, "the mosquitoes must have got me!"

A LOCAL SUFFERER.

That sounds incredible! Well, the other day I met a friend whose face was badly swollen. No, he had not had toothache; merely a mosquito bite. He, too, is fair-skinned, and only recently arrived. I quoted him the following verse from Coleridge:—

"He fareth best, who loveth best
All things, both great and small,
For the dear God who loveth us,
He made and loveth all."

He stopped.
I then quoted him the poem of Yan Yu, a Chinese poet of the 9th century, A.D., "a man of a kindly, humane nature." Here it is:—

Oh spare the busy morning fly,
Spare the mosquitoes of the night!
And if their wicked trade they ply,
Eet a partition stop their flight.

Their span is brief from birth to death;
Like you they bite their little day;
And with the Autumn's earliest breath,
Like you, too, they are swept away.

He raged against yets.
But at least I shall not quarrel with them. I have ceased even to quarrel with the dear little mosquitoes. I have become hardened against them, even as I did against the canings in the village school. And when I get home to the cottage I am dreaming of every day, of an evening as I watch the sun sink, I shall miss the lyric they sing, pinging.

M.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 10th, 1926.

Hongkong Bank.....	\$1,100 buy.
Do.....	\$125 nom.
Chartered Bank.....	\$200 buy.
Mercantile Bank, A. & B.....	\$200 nom.
Do.....	\$215 nom.
P. & O. Bank.....	\$24 buy.
East Asia Bank.....	\$31 buy.
Canton Insurance.....	\$180 sel.
China Underwriters.....	\$145 sel.
North China Insurance.....	\$145 sel.
Union Insurance.....	\$85 sel.
Yankee Insurance.....	\$33 buy.
China Fire Insurance.....	\$200 buy.
Hongkong Fire Insurance.....	\$620 nom.
Douglases.....	\$25 buy.
H.K. & M. Steamers.....	\$29 buy.
Hongkong Tugs.....	\$14 nom.
Luo-Chinas (Fret.).....	\$30 nom.
Do.....	\$40 nom.
Shell Transport.....	\$87 nom.
Star Ferries.....	\$87 sel.
Waterboats.....	\$15 sel.
China Sugars.....	\$24 sel.
Malacca Sugars.....	\$35 buy.
Benguet.....	\$14 nom.
Kailan Mining Asia.....	\$40 nom.
Langkate (combined).....	\$123 buy.
Do (single).....	\$12 nom.
Shanghai Explorations.....	\$4 nom.
Shanghai Loans.....	\$7 nom.
Banks.....	\$44 nom.
Ironoh Mines.....	\$7 buy.
Ural Caspian.....	\$3 nom.
H.K. & K. Wharves.....	\$120 sel.
H.K. & W. Docks.....	\$54 buy.
Hongkong.....	\$170 buy.
New Engineering.....	\$15.50 buy.
Shanghai Docks.....	\$15.10 buy.
H.K. & S. Hotels.....	\$104 buy.
Hongkong Lands.....	\$33 nom.
Hongkong Realty (Lp.).....	\$73 buy, 8 sel.
H.K. Territorials.....	\$5 nom.
H.K. Developments.....	15 cts. sel.
Humphreys Estates.....	\$134 buy.
Prince's Buildings.....	\$90 nom.
Rural Lands.....	\$14 buy.
Ewo Cottons.....	\$12.9 buy.
Oriental.....	\$12.21 buy.
Shanghai Cottons (old).....	\$14.43 buy.
Do (new).....	\$14.27 buy.
China Buses.....	\$11.104 buy.
Hongkong Tramways.....	\$24 buy, 24/24.60 sel.
Peak Tram (old).....	\$104 buy.
Do (new).....	\$7.00 nom.
Singapore Traction.....	\$10.8 buy, 12/ sel.
Taxis.....	\$3 sel.
Amusements.....	\$11 buy.
Canton Loes.....	\$74 nom.
Cements (combined).....	\$12 nom.
Do.....	\$12 nom.
Do.....	\$12 nom.
China Lights (combined).....	\$13 buy.
Do.....	\$14 nom.
Do.....	\$11 nom.

QUEEN'S

TO-DAY ONLY,
At 2.30, 5.15, 7.15 & 9.15.

MAE MURRAY

IN

BLASCO IBANEZ

SCATHING INDICTMENT OF MODERN SOCIETY

CIRCE,

THE ENCHANTRESS

A METRO-GOLDWYN PICTURE

WORLD

TO-DAY THU SATURDAY.

A Great Melodrama of the Railroad

THE LIMITED MAIL

Ninety Minutes of Sustained Thrills.

CAFE RESTAURANT PARISIEN.

"The Rendezvous of the Elite."

THIS WEEK'S PROGRAMME.

WEDNESDAY

MUSICAL TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Gnognis au Gratin).
TEA DANSANT—5.7 p.m.
DINNER DANSANT—8.12 midnight. \$1.50 per cover.

THURSDAY

MUSICAL TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Chicken Pie).
TEA DANSANT—5.7 p.m.
DINNER DANSANT—8.12 midnight. \$1.50 per cover.

FRIDAY

MUSICAL TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Choucroute Garnie).
TEA DANSANT—5.7 p.m.
DINNER DANSANT—8.12 midnight. \$1.50 per cover.

SATURDAY

MUSICAL TIFFIN—1.2 p.m. \$1.25 per cover.
SPECIAL—(Bouillabaisse).
TEA DANSANT—5.7 p.m.

CARNIVAL NIGHT

SPECIAL DINNER—\$3 PER COVER.

NOVELTIES.

KINDLY RESERVE TABLES IMMEDIATELY.

NOTE:—The Cafe and Lounge are Open Daily
From 8 a.m. to Midnight.

TELEPHONE C. 1576 FOR RESERVATIONS.

[128]

China Primitives.....	\$5.20 buy, & sa.
Constructions.....	\$24 nom.
Dairy Farms.....	\$184 nom.
Der A Wings.....	\$8 sel.
Hongkong Electric.....	\$604 sel.
Macao Electric.....	\$33 sel.
H.K. Ropes (combined).....	\$32 sel.
Do.....	\$10 sel.
Do.....	\$5 sel.

Lens Crawford.....	\$23 nom.
Mackintosh.....	\$194 nom.
Sincere.....	\$11 nom.
United Asbestos.....	\$33 nom.
Walslow (old).....	\$184 nom.
Wm. Powells.....	\$44 nom.
big—buyers; sel.—sellers; sa.—sales nom.—nominal.	

Shoes that need
no "Breaking in"

Always distrust the assurance that "it's sure to ease a bit in wear." Shoes that pinch across the toes are going to harm your feet before they "ease a bit." There's no need to go to the other extreme and put up with sloppy fitting shoes, either. Ask for K shoes. "Plus" fitting.

There is a K model to fit your foot exactly. In between the usual stock sizes and fittings are shoes with mixed fittings. For instance, you can get a K shoe with a 3 fitting heel and a 4 fitting forepart. Result: Neat, close fitting heels and plenty of room for the toes—right from the first day.



NEW STOCK JUST RECEIVED.

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

PORTABLE GRAMOPHONES

You shall have Music wherever you go
It is here, there and everywhere.



Models in stock

"DECCA"

"GRIPPA"

"PIETER PAN"

"SINCERE"

"PAL PORTABLE"

"DELCELTO"

The jolliest and most dependable companions for the picnic party.
It will also satisfy your musical taste and be a pride and a delight to you

CALL AND SELECT YOUR FAVOURITE FROM
THE SINCERE CO., LTD.

MOUTRIE PIANOS.

LEAST COST!!!

MOST SERVICE!!!

S. MOUTRIE & Co., Ltd.

Chater Road.

WHITEAWAY'S SPECIAL SALE BARGAINS

2nd Week Great Sale

HALF PRICE.

In order to make room for New Goods coming forward we are clearing our present Stock of Table Decorations and Artificial Flowers for decoration purposes at

HALF PRICE.

This is a Splendid Opportunity to secure your party novelties at a Low Rate.

BARGAINS IN ALL DEPARTMENTS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

LAWN TENNIS.

WASEDA UNIVERSITY WIN SERIES
AT TIENSIN.

TIENSIN BEAT SHANGHAI.

The triangular Interports Tournament arranged by Tientsin between teams representing Shanghai, Waseda University and themselves was a tremendous success and some of the finest matches seen in that Port were witnessed during the series.

Each team was to play the other in three Singles and two Double matches, and Waseda University proved themselves to be the best of the three, defeating Shanghai by three matches to love (according to reports so far to hand) and defeating Tientsin by three matches to two.

Tientsin beat the redoubtable Shanghai team, and thus became the holders of the Taggart trophy presented by Mr. Taggart, Managing Director of the Hongkong and Shanghai Hotels, Ltd. They won one doubles and two singles matches.

The full scores of the matches are as follows:—

WASEDA v. TIENSIN.

Kawajiri and Yagi (Waseda) beat O. and M. Rasmussen, 6-3; 8-3; 6-2.
Aizawa and Asoh (Waseda) beat Rasmussen and MacEachran, 8-2; 6-2; 6-4.
Yagi (Waseda) beat Theuerbauff, 6-3; 6-3; 6-1.

O. Rasmussen (Tientsin) beat Asoh (Waseda), 6-1; 6-1.
Rasmussen (Tientsin) beat Aizawa (Waseda), 8-7; 6-2; 6-3; 6-4.

WASEDA v. SHANGHAI

Kawajiri and Yagi (Waseda) beat Kuwabara and Canavarro, 6-3; 6-2; 3-6; 6-3.
Kawajiri (Waseda) beat Kuwabara (Shanghai), 7-5; 10-8; 2-6; 2-6; 6-3.
Aizawa and Asoh (Waseda) beat Wade and Sullivan, 6-4; 8-6; 6-3.

SHANGHAI v. TIENSIN.

Rasmussen and MacEachran (Tientsin) beat Wade and Sullivan, 6-3; 7-5; 4-6; 4-6; 6-2.
Rasmussen (Tientsin) beat Wade (Shanghai), 6-2; 6-1; 1-6; 6-4.

O. Rasmussen (Tientsin) beat Canavarro (Shanghai), 6-2; 6-2; 3-6; 6-3.
Canavarro and Kuwabara (Shanghai) beat O. and M. Rasmussen, 2-6; 6-2; 6-3; 6-8.

Kuwabara (Shanghai) beat MacEachran (Tientsin), 7-5; 8-6; 5-7; 6-4.

ISSUE UNDECIDED UNTIL LAST MATCH.

Waseda's victory over Tientsin was not obtained until the last day, at the beginning of which they led by 2 matches to 1. Rasmussen evened the score for Tientsin by defeating the Waseda Ace, but Theuerbauff, who played his first big match in Tientsin, failed to hold Yagi (Waseda) in the final and deciding match.

The following is an excerpt from the N.C. Star on the last day's matches:—

The largest crowd that has yet turned out to witness the three-cornered Tientsin-Shanghai-Waseda matches, yesterday saw Rasmussen, of Tientsin, take the measure of Aizawa, the Waseda "ace," 7-5, 2-6, 6-3, 6-4.

The battle was a battle of Titans, both of the contestants relying upon their heavy driving and smashing to gain their points.

The win was by no means an easy one, Aizawa covering court in extraordinary fashion and mixing up his hard drives with clever placements and good work at the net. Rasmussen's power, however, together with extraordinary accuracy, eventually brought him down.

The winning game was a spectacular one. All through the match the two players had devoted themselves almost exclusively to driving from the base-line. In the last game, with Rasmussen serving, he dashed to the net the minute the ball had left his racket, and there, with killing force, put over four aces in a row.

WASEDA TAKES SERIES.

Rasmussen's win over Aizawa brought the score in matches to 2-1, but Waseda took the deciding match when Yagi defeated Theuerbauff 6-3, 8-6, 5-3, 6-1.

It was Theuerbauff's first experience in important match play, but he put up a wonderful game. He gave Yagi the hardest work he has had to do in any match in which he has figured in Tientsin. His driving was strong and accurate, and he displayed a beautiful backhand drive that seldom failed.

Yagi played a cool, heady game, and even though Theuerbauff's strong driving forced him to cover a lot of court, he had the situation well in hand all through the match.

HONG DOUBLES.

After a long interval, due to the continuous rainy days, the Hong Doubles of the H.K. Cricket Club was resumed yesterday when, Lt. Col. Edmeades and Capt. Howard (owe 1/8) beat Dr. Craig and Dr. Valentine (owe 1/8) 6-4, 8-1, in the second round.

WATER POLO.

TO-DAY'S MATCHES.

At the V.R.C. bath to-day the following matches will be played:—
3.00 p.m. East Surrey v. Recreio.
3.30 p.m.—K. B. School "A" v. H.K. Electric Co.

HOCKEY.

The following will represent the Wanderers in white, to-day (Wednesday), at 8 p.m. sharp on the Marine:—
Sgt. Clark, R.A., Lt. J. H. Smith, R.A., C. L. R. Becher, Lt. G. W. D. Duncan, R.N., E. J. R. Mitchell, Lt. R. C. Gervers, R.N., Major L. J. Lightfoot, Capt. J. Parker, R.A., Lt. M. A. Maude, R.N., G. P. Lammert, and Lt. Dickens (E. Surrey).

ENGLAND'S TEST TEAM.

STATEMENT BY A. W. CARR.

WHY HE WAS "DROPPED."

[THROTOR REUTER'S AGENCY.]

LONDON, August 9th.

Yesterday's official statement that Mr. A. W. Carr, the Nottingham captain, resigned the captaincy of the England Test Team owing to ill-health, has been followed by a sensational interview with Carr this morning in the course of which he says: "I did not resign because of ill-health. I am as fit as a fiddle. True, I told the selectors that they could have my resignation at any time they wished, but I did not ask to be omitted from the team."

Mr. P. Perrin, one of the selectors, said that Carr's omission was purely due to cricket form.

The critics point out that A. P. F. Chapman's inexperience of captaincy, but feel justified in expecting that he will consult Hobbs and Rhodes.

AUSTRALIANS AT CHELTENHAM.

"AUSSIES" HAVE AN EASY VICTORY.

(Australians v. Gloucester. Over-night score: Gloucester: 144. Australians: 228 for six; J. M. Taylor, 95, T. J. E. Andrews, 62).

CHELTENHAM, August 9th.

Eight thousand spectators were present at the resumption to-day, though the weather was showery. The wicket was easy after rain, but the remaining Australian wickets fell for the addition of 59 runs. Wedel took 3 for 39 runs, and Cecil Parker took 3 for 75.

Grimmett and Mailey bowled during the greater part of the Gloucester second innings. The West Country team were dismissed for 178, the leading scorer being Dipper with 42. Grimmett took four wickets for 59 runs, bringing his aggregate for the match to ten for 196.

Mailey took four for 61 runs. The visitors won by nine wickets, 39 runs being hit up for the loss of one wicket.

COUNTY CRICKET.

LANCASHIRE DEFEAT GLAMORGAN.

LONDON, August 9th.

Lancashire defeated Glamorgan by eight wickets in two days at Blackpool, the scores being:—

Glamorgan: 140 and 73.
Lancashire: 172 and 42 (for two).

Bowlers held the upperhand throughout, the wicket being very difficult. Macdonald took five wickets for 58 runs in the Glamorgan first innings.

But for a remarkable stand by Watson, Lancashire's fall would have been equally complete. Watson scored 64 out of a total of 172. Mercer took five for 58 runs.

Glamorgan cut up very badly at their second effort. Watson and Macdonald being responsible for the route. Watson took four for 14, while Macdonald dismissed four for 28.

Lancashire, requiring 42 to win, knocked off the runs for the loss of two wickets.

GOLF.

ROYAL HONGKONG GOLF CLUB.

In the Captain's Cup Competition played at Fanling on August 7th-8th, the Course was waterlogged, and rain fell during most of Sunday morning.

I. W. Shewan 78 = 276 qualifies

Other Scores:—

F. J. de Rome 86 = 878

T. S. Whyte Smith 84 = 1262

Col. S. Boylan Smith 86 = 690

There were 21 entries.

Col. Boylan Smith won Optional Pool (5 entries).

ARMS AND AMMUNITION HAUL.

SEQUEL TO SEIZURE ON THE "FATSEAN."

SMUGGLER HEAVILY SENTENCED.

At the Central Magistracy yesterday,

Mr. R. E. Lindsell, and Major C. Willson sat together to deal with the case arising out of the seizure, on the s.s. *Fatshan*, last Thursday of 30 Mauser automatic pistols, 12 Smith and Wesson revolvers, 40 magazines, and 3,250 rounds of ammunition.

The lamp-trimmer, who was arrested as a result of the contraband being found concealed in his room 'tween decks, was charged with possession of arms. He admitted that he was trying to smuggle the arms and ammunition to Canton.

Defendant stated that the arms were given him by a travelling trader to take to Canton.

Mr. Lindsell: You were smuggling them to Canton?

Defendant: Yes.

Mr. Lindsell: You live in Hongkong yourself?

Defendant: Yes.

Mr. Lindsell: You are encouraging armed robbers to come and rob your own house by smuggling arms to Canton.

Defendant: It is not mine.

Mr. Lindsell: You admit you are smuggling to Canton. It is the stuff armed robbers get hold of and come here.

Defendant: No.

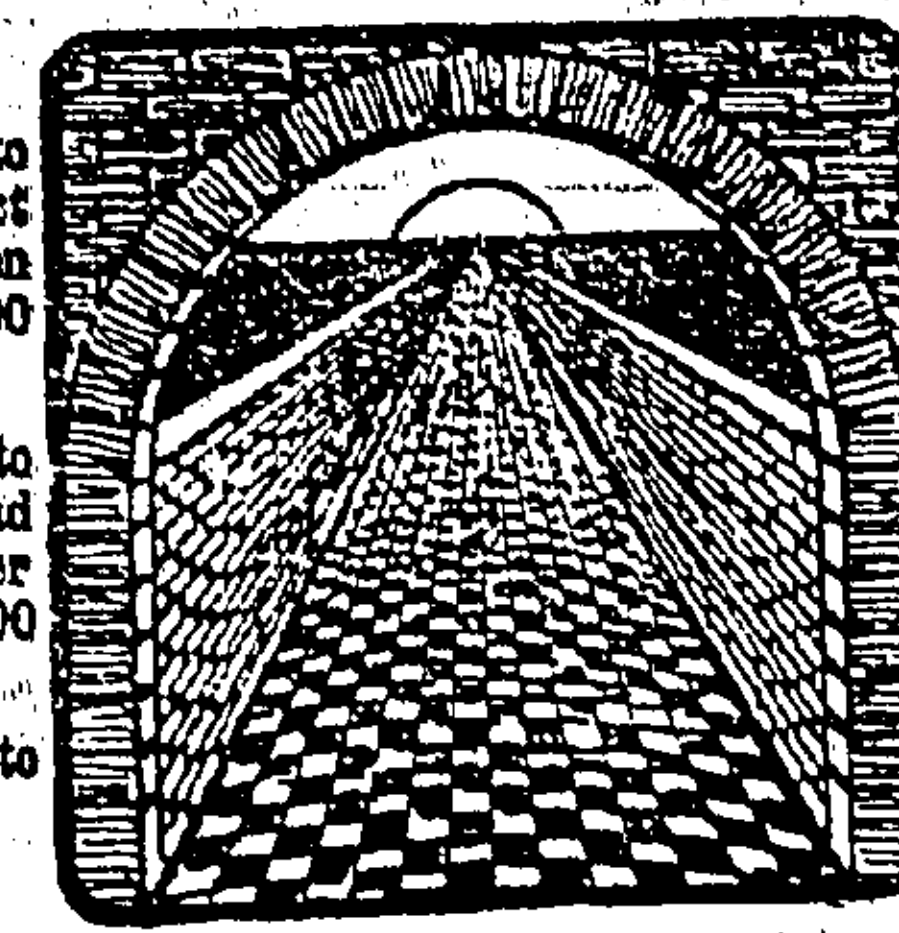
Mr. Lindsell: What do you mean by that? Do you dare to contradict me. I say it is.

The man was sent to prison for three years, with hard labour.

KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton:—
Delivered to Peak District (above Bowen Road), \$24.00 per ton.
Delivered to Bowen Road and Lower Levels, \$22.00 per ton.
Delivered to Kowloon, \$20.00 per ton.

Note Reduction in Prices.



Orders should be sent in writing not by telephone at least 24 hours before the coal is required.

All orders must be accompanied by Cash, Cheque, or Compro Order payable to The Kailan Mining Administration.

For Price Apply to

THE KAILAN MINING ADMINISTRATION

DODWELL & CO., LTD., Agents, Hongkong.

MY WINE.

We can supply you with a perfect Claret and a delicious White Wine.

MY WINE CLARET

PER BOTTLE—\$ 1.20

PER DOZEN—13.00

MY WINE WHITE

PER BOTTLE—\$ 1.40

PER DOZEN—15.00

Give us a Trial.

MAGASIN GENERAL.

HAWKER CHARGED WITH MURDER.

SEQUEL TO COFFIN-CARRIER'S DEATH.

DEFENDANT WHO SANG SONGS AND WORSHIPPED AT NIGHT.

BOILING LIQUID THROWN ON SLEEPERS.

The strange manner in which an unlicensed hawkker behaved, such as by lying in bed all day, seldom leaving the house, waking in the dead of night and singing songs and going through a form of worship, was referred to in a case at the Central Magistracy yesterday afternoon, concerning the alleged murder of a coffin carrier and undertaker by accused. The defendant, it was stated, appeared to be under the illusion that his wife, who parted from him shortly after marriage, going to live a Yummat, had been taken away by the man now dead, and had left him through interference by this man and his family, whereas the evidence showed that it was on the advice of defendant's own mother and family that she left the house.

The case in question came before Mr. R. E. Lindsell, and is one in which Wu K. is charged with inflicting grievous bodily harm on Yuen Yung, Yuen Chi and Ho Lui, by throwing boiling liquid over them while they were in bed on the first floor of No. 13, Rutter Street, on July 13th. The defendant was also charged with the murder of Yuen Yung, following this man's death in hospital where he lingered for sometime after admission.

A WIFE HE HAD NOT SEEN.

Mr. T. M. Hazlerigg (Assistant Crown Solicitor) appeared to prosecute, and outlining the case he said that at the time of the crime the defendant and his family and the deceased and his family were living at No. 13, Rutter Street. The defendant was an unlicensed hawkker and the man who died was a coffin carrier and undertaker. Last year, about October, the defendant married a woman whom he had not met before, the marriage apparently having been arranged by go-betweens. His wife went to live at No. 13, Rutter Street, with her husband (defendant), his mother and his brother.

SING SONGS AT NIGHT.

After a few days of married life the defendant became very strange in his manner and began to beat his wife. In addition, he frequently struck his mother and sister. He cut his clothes, and used to lie in bed all day, seldom moving out of the house. He would awake in the night, sing songs and go through some form of worship. He was continually talking to himself as well. His wife left him in May of this year, going to live at Yummat. She did this on the advice of defendant's mother neither the deceased or his family had anything to do with it.

Defendant did not seem to have been greatly affected by his wife leaving him, made no enquiries about her, and did not make any attempt to get her back. He was strange in his manner up to the time of the crime.

BOILING WATER THROWN ON SLEEPERS.

At the time of the crime there were living on the first floor, which was an open one (there being no partitions), ten people. During the night of July 13th the defendant's mother woke up to see defendant standing in the kitchen, where there was a small stove. She asked him what he was doing and he said he was boiling some water as he was going to wash a quilt. Later the man now dead, his brother and mother were awakened by a pan of boiling water thrown over them. They saw the defendant standing near by with a pan in his hands, which he dropped to the floor.

(Continued on next column.)

TWO YEARS AGO.

HOUSE COOLIE SENTENCED FOR THEFTS.

EUROPEAN VICTIMISED.

Nearly two years ago Mr. A. Thomson, an engineer at the Tytam Tuk reservoir, lost \$350. At the same time his house coolie disappeared. A few months later, Mr. G. R. Haywood lost a silver cigarette case, whilst his mother-in-law, who lives with him at Derrington House, Garden Road, missed a gold wrist watch. Their house coolie also disappeared.

A man, alleged to be the same coolie, who was employed by Mr. Thomson and Mr. Haywood was arrested at No. 9, Albon Terrace, Kowloon Docks. The cigarette case and the watch were found in his possession, and identified by the complainants.

At the Kowloon Magistracy yesterday afternoon, before Mr. I. H. Nihill, the defendant was charged with the theft of \$350 from Mr. Thomson; was further charged with the theft of the cigarette case, the property of Mr. Haywood, and was alternatively charged in this connection with receiving stolen property, knowing it to have been stolen. Defendant was further charged with the theft of the gold wrist watch of Mr. Haywood's mother-in-law, and alternatively charged with receiving it knowing it to be stolen.

Evidence showed that the defendant was employed in 1924 by Mr. Thomson as a house-coolie, but one day he was employed as a house coolie by Mr. Haywood's mother-in-law, but was dismissed after a few weeks.

After he had left it was found that various articles of jewellery and other things were missing from the house.

NOT GUILTY.

The defendant, who was arrested quite recently, pleaded "not guilty" to the charges. His defence was that he was not employed by Mr. Thomson, and that it was a case of mistaken identity in that instance. He admitted being employed by Mr. Haywood's mother-in-law, but denied stealing jewellery, etc. With regard to the cigarette case and watch found in his possess when arrested, he said that he found the cigarette case in one of the rooms, and that the watch was given him by Mr. Haywood's mother-in-law.

His Worship sentenced defendant to six months' imprisonment on the charge of stealing the money of Mr. Thomson, and to four months' imprisonment for the theft of the cigarette case and watch—ten months' in all. The alternative charges were consequently dropped.

SCALDED.

The younger brother was considerably scalded and was in hospital for some days. The other man lingered for some time before he died. The defendant was charged with inflicting grievous bodily harm on the two brothers and their mother. In reply to the charge he said the man now dead had taken his wife away. They had not allowed him to make a report to the police, and threatened to kill him if he did. The man struck him because the defendant said he had got rid of his wife. The man died on the 15th. He was scalded practically from head to foot. The defendant, charged with murder said he did not murder the man, adding that the man took his wife away.

Mr. Hazlerigg added that the evidence to be called would be to the effect that deceased and his family had nothing to do with the wife going away, and that there had been no quarrel between the defendant or deceased and his family.

MENTAL CONDITION.

Mr. Hazlerigg said he did not propose to refer to the mental condition of the defendant, as Dr. Craig, who had had him under observation, would be called. Evidence was then called, which bore out Mr. Hazlerigg's statement. The case was adjourned.

NO PROGRESS IN HUNAN.

WORKERS ATTACK POLICE STATION IN CANTON.

DISAPPOINTMENT LEADING TO DISSATISFACTION.

MANY GIRLS CAPTURED FOR RANSOM.

(FROM OUR CHINESE CORRESPONDENT.)

While admitting that the operations of the Kuomintang Expeditionary Army have not lately been so successful as was expected, the military authorities in Canton neither deny nor confirm the fall of Changsha which, it is generally understood, the Kuomintang are still holding.

Meanwhile the Kuomintang Press Agency is circulating the report that the arms and ammunition, recently imported from Russia, are being "rushed" to the front. From evidence of people on the spot, however, it would seem that little in the shape of war supplies is being carried on the Canton-Hankow railway. The ordinary traffic is being resumed on this line.

Another report issued is that negotiations have been practically completed between Kuomintang agents and labour leaders associated with the Peking-Hankow railway for the declaration of a strike whenever necessary to prevent Marshal Wu Pei Fu from sending re-inforcements to Hunan.

A LADY MEDIATOR.

Among those who have offered their services as mediators in the present labour disputes in Canton is Mrs. Liao Chung Hoi, the widow of the former chief of the Kuomintang workers. Mrs. Liao is advising both factions, the "reds" and the "anti-reds," to go to the Kuomintang for the settlement of their differences. The workers appear to have listened most attentively to Mrs. Liao's arguments. As one of the most prominent ladies in Canton, she has considerable prestige, but it is doubted by many whether the dispute which came to a lead during the latter part of July can be solved as easily as is suggested. Fundamental differences between the parties will, it is thought, have to be adjusted before there is any real prospect of peace.

ATTACK ON POLICE STATION.

On August 8th, the 6th Police District Station was attacked by workers who demanded the release of some of their comrades who had been arrested. It was only a large re-inforcement of constables from Police Headquarters that prevented the Police Station from being captured.

The workers from the restaurants are at logger-heads and as a consequence many of these establishments have had to be closed during the past few days. It appears that the workers in the high class eating houses have a grievance against those from the cheaper places. At any rate that is how the forces are divided and both sides are threatening to fight.

ARMY ORDERS.

In an attempt to prevent further disputes the Army Headquarters have issued the following instructions:

(a) Any group of armed persons, except the Military and the Police, parading on the streets shall be forcibly suppressed and have their bamboo sticks and other implements of war confiscated.

(b) Any leader found directing groups for revengeful warfare shall be dealt with in accordance with martial law.

(c) Any person found on the streets of the City possessing arms unlawfully shall be severely punished.

DIFFERENT POINTS OF VIEW.

The Kuomintang Army Headquarters in Canton have also issued a statement, couched in very strong terms, severely condemning the war bond agents for their oppressive methods in forcing the local inhabitants in their districts to subscribe to the Kuomintang war fund.

On the other hand, however, the financial departments of the same party are criticising the local Kuomintang agencies for their failure to raise funds sufficient to meet the expenses of military operations.

WHAMPOA DEVELOPMENT.

Many in Canton think that the recent issue of \$10,000,000 worth of bonds, nominally for the development of Whampoa, was inopportune just now. Overseas Chinese are not likely to come forward with any substantial contributions in present circumstances and the failure of the Northern Expeditionary army to make further progress and the chaotic situation created in Canton by frequent labour disputes have discouraged even a number of the Kuomintang comrades themselves. Opponents to the Kuomintang suggest that the Whampoa Development project is only a pretext to swell the war chest of the Kuomintang. Unofficial agents have approached Hongkong Chinese with reference to this project, but no encouragement has been forthcoming.

(Continued on next column.)

A FATAL JUMP.

ATTEMPT TO ESCAPE FROM POLICE.

ALLEGED ROPE STEALER DIES.

Attempting to escape from the police, an alleged rope stealer, fell about thirty feet from a second floor verandah of a house in Saukiwan, and after lingering in hospital for seven months with a fractured spine he died last month.

The story relating to the events which led to this man's death came out at a death enquiry conducted by Major C. Willson, sitting as a Coroner with a jury, at the Central Magistracy yesterday afternoon.

From the evidence given it appeared that some rope had been stolen from a ship in January last. On the 25th of that month a Chinese detective in the Water Police, accompanied by another Chinese constable, visited Saukiwan where they arrested a man, alleged to be concerned with the theft, and who was subsequently convicted and sentenced for it at the Kowloon Magistracy.

OTHERS CONCERNED.

On the way to the police station with their prisoner the detectives were told by him that there were two other men concerned in the theft of the rope. The man offered to take them to the place where these men could be found. He took the police officers to a house at Kam Wah Street, Saukiwan, where they all proceeded up to the second floor. The police then said they could not arrest the men as they had no warrant to enter the house, and it was suggested that their prisoner should call them by name. This the man did, but a reply, in woman's voice was made that the men named were not there. Meanwhile there was the sound of an opening window, and when the door was eventually opened, there was no sign of the wanted men to be seen. On going to the ground level, the detectives found one of the men lying in the yard injured. He was subsequently removed to hospital.

MISSED THE SPOUT.

Evidence given by Divisional Inspector W. Blackman, who visited the house when he was informed of what had happened, was to the effect that he inspected the second floor, where he found a window open. It appeared that the man in trying to escape attempted to get to the ground by means of a down-spout, but missed it and fell a distance of about thirty feet. When the Inspector questioned the man he said he had jumped out of the window, and that no one pushed him. The man also said that his friend, who was with him in the house told him to run away as the police were coming. The man further admitted that he had been stealing rope and that was why he ran away.

LINGERING ILLNESS.

Medical evidence given by Dr. D. J. Valentine, of the Government Civil Hospital, showed that the injured man was admitted there at mid-night on January 26th. He was suffering from a fractured spine, and later underwent an operation. His general condition, however, gradually grew worse, and he became weaker and weaker. Eventually he died on July 24th the cause of death being paralysis caused by the fractured spine, and pulmonary tuberculosis. The primary cause of death was fractured spine.

After conferring, the jury returned a verdict of "Accidental Death," while trying to escape from the police. They added that no blame was attached to anyone.

KWANGTUNG CEMENT WORKS.

As the resumption of the operation of the Kwangtung Cement Works in Honam will afford employment for many and stop the further deterioration of the machinery, the Kuomintang Bureau of Industry is opening negotiations with certain merchants in Canton to take over the plant on a lease. To re-condition the plant in Canton and the quarry at Fahye, where limestone for the plant is mined, fully \$150,000 will be required and then operating capital will have to be provided.

GIRLS CAPTURED FOR RANSOM.

Reports from Shuntak, one of the silk centres near Canton, state that within the last few days no less than 47 girls going from their homes to the silk plantations to work or returning have been captured by bandits for ransom. It is understood that some have been able to free themselves upon payment of \$300 each. Many of these silk flature workers are single girls and as they make a couple of hundred dollars yearly, it is possible that a number of them have been able to provide the ransom money from their own savings.

DOCTORS' FEES.

The Canton Municipality is considering a Bill to regulate the fees of the physicians practising within its jurisdiction, but a final decision will not be made until a report has been received from the Bureau of Public Health, to which the matter has been referred. There have been complaints that certain physicians have charged comparatively high fees to the disadvantage of the poorer classes.

CANTON COMMUNIQUE.

The Canton Information Bureau has issued the following communiqué, dated August 9th:

The postal workers resumed work this morning.

The reports appearing in foreign newspapers describing the financial situation here as alarming are entirely false.

The demonstration on Sunday against the resumption of the Peking Tariff Conference was attended by large crowds.

REFUSE DESTRUCTION.

REPORT OF SANITARY BOARD COMMITTEE.

GOVERNMENT TO BE ASKED TO MAKE TESTS.

THE UTILITY OF INCINERATORS.

At a meeting of the Sanitary Board yesterday, Mr. N. L. Smith (President of the Board) presiding—the report of the committee chosen to enquire into the ways and means of improving the present methods of refuse destruction in the Colony was approved. Its adoption was proposed by Mr. Wong Kwong Tin, and seconded by Colonel Boylan Smith.

The committee comprised Mr. N. L. Smith (President of the Board), the Hon. Mr. H. T. Cross, the Hon. Dr. W. V. M. Koch, and Dr. J. C. Macgown. The matter was thoroughly sifted by the members, and the report, the full text of which is as under, is thoroughly comprehensive:

NO RELIABLE FINDING AS TO COST.

"We were appointed at a meeting of the Board on May 15th to enquire into and report on the question of Refuse Destruction and the possibility of its adoption in Hongkong. We met on June 8th and 10th and July 5th and examined a number of witnesses whose statements we attach hereto.

On a question of capital and recurrent cost we find ourselves unable to give any reliable finding. The figures which were obtained from Singapore, Penang and Kuala Lumpur in 1921 are so divergent as to form no useful basis for an estimate. On the single question of the cost of fuel required we found an astonishing diversity of opinion. Mr. Perkins in 1921 gave his opinion that the local refuse would require 30 per cent. of its weight in fuel to burn it. This if it means firewood at \$25 a ton would mean an annual expenditure of \$750,000 on fuel alone. If it means coal at even \$10 a ton, it would mean an annual expenditure of \$300,000. One witness gave his opinion that Hongkong refuse is as least as dry as that burned in a West Indian Colony where, from his personal experience, it is very exceptional to have to use any fuel at all.

Another witness told us that the Kuala Lumpur refuse requires no fuel to burn it and appears similar to Hongkong refuse. Another witness with many years' experience of Hongkong refuse told us that Chinese kitchen refuse is very moist and that all the combustible material is extracted before it is thrown on the dust cart.

THE PRESENT COST.

We therefore recommend that the first preliminary would be for the Government to make a series of tests to determine the calorific properties of the local refuse as an important factor in determining the expense involved.

The present total cost of refuse removal is about \$65,000 per annum, i.e., 25 cents per ton. Apart from the question of expense the chief desiderata in refuse disposal appears to us to be (a) that it should be quick and (b) that it should be thorough. This affects not only the amenities of life but also, to some extent, the avoidance of disease.

THOROUGHNESS OF INCINERATION.

From the point of view of thoroughness of disposal, incineration must be superior to dumping at sea, as, however, well chosen the dumping area, there will always be the risk of some portion of the refuse being washed ashore. From the point of view of quickness of disposal the present system is defective in typhoon weather, when the barges cannot go to sea, and to a certain extent in normal weather when the barges in process of being filled with refuse have to lie at the dust stations for some hours before being towed to sea.

From another point of view the geographical situation of the Colony makes the present barging system quicker than any alternative system could be, as the hauls through the street are at present short. With a sufficient supply of well-covered refuse lorries, however, we consider that the longer hauls through the streets to an incinerator need not necessarily cause any offence.

BOTH SIDES OF THE HARBOUR.

In Kowloon a centrally placed incinerator would appear to necessitate very little change in the existing system of refuse collection, though the question of the disposal of the residue (a third of the original bulk of refuse) would need to be carefully thought out if the distance from the sea were considerable.

In Victoria, which provides 75 per cent. of the total refuse of the Colony, the problem is more formidable in view of the convenience of the existing dust stations along the water front. It is estimated that with an incinerator at each end of the city the number of refuse lorries required would be considerably more than double the number required for the short hauls to the water front. As we have stated above, any objections to such a scheme would be primarily on the grounds of expense provided the lorries were well covered. Under the existing system no nuisance arises from the conveyance of refuse through the harbour, but, as has been pointed out, the barging system entails a certain delay in disposal, while the barges are awaiting towage, especially in typhoon weather.

(Continued on next column.)

A DRUNKEN CONSTABLE.

"ROLLING AND LAUGHING IN HAPPY MOOD."

A WANCHAI INCIDENT.

"He was rolling from side to side and laughing as if he were in a happy mood," said Acting Chief Inspector Aris at the Central Magistracy yesterday, whilst conducting a case against a Chinese constable charged with drunkenness, and misconduct.

A Chinese witness spoke to having seen the defendant surrounded by a crowd in a Wanchai street on the evening of the 7th inst. He was then in uniform. He was drunk and threatened to draw his revolver. He did, in fact, draw his baton and attacked persons near him. Witness hurried to the Police Station to make a report.

Another witness said that he saw the defendant stagger as he walked. He went to some stalls and demanded to see the stallholders' licences. Eventually a crowd of people gathered around him. Inspector Blackman said that when brought to the Police Station, the defendant smelt strongly of Chinese wine, and waved his hands about in a very excited manner.

Defendant denied the charges. He had a bad record, and was fined \$100 with the alternative of six weeks' imprisonment.

WOMAN TO BLAME.

SQUABBLE IN YAUMATI MARKET.

"As your Worship knows, a woman always protests against bad language," said a woman at the Kowloon Magistracy yesterday, "when giving evidence in the charge against a stallholder at the Yaumati Market for assaulting a fohi. Witness further stated that she went to the defendant's stall for some crabs, and on receiving change from a \$5 note, she asked him whether or not she had handed him \$10. He became indignant and swore at her. She resented this, and a quarrel ensued. The complainant then came up, and tried to intervene, and in turn he was attacked by the defendant. Mr. J. H. B. Nicholl, the Magistrate, thought that the woman was to blame, and discharged the defendant, who was represented by Mr. G. R. Haywood.

TOO EXPENSIVE AN UNDERTAKING.

We have not considered in detail the possibility of combining the existing system of barges with incineration in a remote spot, as the additional expense of such a system would seem to be out of all proportion to any possible benefits gained.

Such a system is said to be at Osaka for the disposal of part of its refuse, but it is to be supposed that there are insuperable objections to dumping the refuse at sea. We have not considered it within the scope of the present enquiry to go deeply into the question of utilising incinerators for producing power, as this is a purely engineering problem which is intimately connected with the question of the calorific properties of the local refuse to which reference has already been made.

PUMPING SEA WATER.

If it is an economical possibility we would favour the suggestion to use such power for the purpose of pumping sea water to a level from which it could be used for various purposes so that the supply of the reservoir water could be correspondingly conserved.

Apart from the question of quickness of disposal with which we have already dealt and in which the present system is in our opinion to a certain extent deficient we would revert to the question of thoroughness of disposal in which respect the present system would appear at first sight to be to greatly inferior to incineration.

DUMPING SYSTEM WRONGLY BLAMED.

This resolves itself into the question of how far the present dumping at sea finally disposes of the refuse. We were given evidence that only a small percentage of the refuse can float and that the dumping ground has been selected after a series of elaborate tests with floats which seemed to prove that it would be almost impossible for any considerable amount of refuse to drift ashore, except at the eastern beach of Cheung Chau and a few parts of Lantau Island.

We were also told that the dumping system might be wrongly blamed for refuse washed ashore which has been thrown overboard from ocean-going ships on leaving the harbour limits.

QUESTION FOR THE GOVERNMENT.

As the whole question of incineration must to a great extent depend on this important point we would suggest that the Government should verify the conclusions said to have been previously arrived at, by a further series of careful tests with numbered floats at all states of the tide, both at the present dumping ground and at any alternative site which might appear likely to be a better one.

We take this opportunity of giving our opinion that it is important that the Colony should have a more efficient incinerator than the existing one at Kennedy Town for a variety of purposes, whether or not the Colony's refuse in future is to be wholly or partly incinerated.

Those present at the meeting yesterday were Mr. N. L. Smith (President of the Board), the Hon. Dr. W. V. M. Koch, Colonel Boylan Smith, Dr. A. G. M. Severn (M.O.H.), Dr. S. W. Tso, Dr. S. C. Ho, Mr. Wong Kwong Tin, and Mr. R. A. D. Forrest (Secretary).

LANE, CRAWFORD'S REMOVAL ARRANGEMENTS.

SATURDAY, SUNDAY & MONDAY Next are Our Moving Days.

SATURDAY, August 14th.

WE SHALL BE OPEN AS USUAL ON THIS DAY, BUT WE ASK YOU TO PLACE ALL ORDERS ON OR BEFORE FRIDAY, THE 13TH, IF POSSIBLE.

SUNDAY, August 15th.

CAFE WISEMAN WILL BE CLOSED BUT BREAD AND CAKES MAY BE HAD AT OUR OLD STORE UP TILL MID-DAY.

MONDAY, August 16th.

WE SHALL BE CLOSED ALL DAY BUT GROCERIES, BREAD, CAKES AND OTHER FOOD STUFFS WILL BE OBTAINABLE BY PASS BOOK AT OUR OLD STORE.

LANE, CRAWFORD, LTD.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the system every lurking trace of poisonous matter, curing blood and skin diseases, scurvy, glandular swellings, bad legs, abscesses, ulcers, eczema, psoriasis, rheumatism, gout, and Debility, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown & Chronic Weakness. VETARZO REGULATORS. Safe and Reliable. English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for the profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEAVING CASH CHEMISTS.

COLUMBIA RECORD ALBUMS

AND CLEANING PADS

AT ANDERSON'S

THE LATEST AND BEST NOVELS

"WINNOWN WISDOM" By Stephen Leacock. Another seemingly funny book by the Prince of Humour. ... \$1.50

"DAWN" By J. A. Davidson. ... \$1.50

A novel of that little known country—Malaya—written by one who was born there, who knows its mystery and fascination, and whose association with both the English and the Native populations have enabled her to construct a novel of unusual fascination. ... \$1.50

"THE BLUE OAR MYSTERY" By N. S. Lincoln. ... \$1.50

Sudden murder, the theft of \$10,000 in bonds, a puzzling hieroglyphic handwriting and other sinister elements contribute to this engrossing mystery tale. ... \$1.50

"DESERT, A LEGEND" By Martin Armstrong. ... \$3.00

The basis of this story lies in a brief tale occurring in the Syriac version of Pallas's "Histories of the Fathers." ... \$3.00

"HARVEST OF STORM" By R. F. Bees. ... \$3.50

A stirring plot by a vivid writer on the sea. ... \$3.50

"RELUCTANT SEABOARD" By Alison Vivian. ... \$3.50

A plot laid in Rhodesia. ... \$3.50

"WORD OF HONOUR" Stories by "Rapper". ... \$3.50

"Rapper's" books are remarkable—they will live for generations. ... \$3.50

"BOUGHLY SPEAKING" By H. C. Wilver. ... \$3.50

An excellent book by a leading American writer. ... \$3.50

KELLY & WALSH, LTD. THE BOOKSHOP. CHATER ROAD.

NEW ADVERTISEMENTS.

HONGKONG AMUSEMENTS, LIMITED.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS in the Company, called for this date, stands adjourned to next TUESDAY, the 17th INSTANT, to be held in the QUEEN'S THEATRE, at NOON, when the same Resolution regarding Reorganisation and Consolidation of the Share Capital will be put forward for consideration. Dated the 10th day of August, 1926.

CHAS. S. ROSSELET,
Secretary.

[3661]

HONGKONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from FRIDAY, 13th AUGUST, to THURSDAY, 26th AUGUST, 1926, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

26th July, 1926.

[3819]

FOR RENT—16, ASHLEY ROAD, Kowloon, Central, near Star Theatre. Six Rooms, Verandah, Two Open Air Roofs, Small Yard, Immediate Tenancy. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. 4630. [133]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION
OF
THE VALUABLE LEASEHOLD PROPERTY

Situate at SHAMSHUIPO in the Colony of Hong Kong and registered at the Land Office as NEW KOWLOON INLAND LOT No. 949. Together with Three Buildings thereon in course of construction at CHEUNG SHA WAN ROAD.

Annual Crown Rent: \$22.00.
Area: 3,240 square feet or thereabouts.

By
MR. E. V. M. B. DE SOUSA, Auctioneer,
AT
THE CHINA AUCTION ROOMS,
4, DUNDAS STREET, HONGKONG,
OR
WEDNESDAY, THE 11th DAY OF AUGUST,
1926, at 3 O'CLOCK P.M.

For Further Particulars and Conditions of Sale, Apply to:
Messrs. GEO. K. HALL BRUTTON & CO.,
Mortgagees' Solicitors,
St. George's Building, Chater Road,
HONGKONG.

MR. E. V. M. B. DE SOUSA,
No. 4, Dundas Street,
Dated the 25th day of July 1926. [3222]

FOR TENANCY—"ANCHORAGE." No. 8, MAGNIFICENT GAP ROAD—\$275. Furnished. HOUSE NEW GLENNY HOTEL, Nine Rooms—\$400. "DEBBINGTON," Nine Rooms—\$400. "TENNIS COURTS"—\$450. Ground Floor FLATS, CAMERON ROAD, near KINGSCOTE—\$115. Houses & Flats also Required. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. 4630. [101]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply—

SECRETARY,

[3445]

A. S. WATSON & Co., Ltd.

FOR TENANCY, New Mid-level FLATS, Easily Reached, Four Rooms, Servants' Quarters, Modern Bathrooms, Hot Water Pipes, Finest System Gas, Electric Light, Occasional Use of Tennis Court, Ground Floor—\$160. Other Floors—\$200. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. C. 4630. [99]

TO LET.

GROUND FLOOR OFFICES near Kowloon Ferry. Apply to—
Box No. 2813,
c/o Hongkong Daily Press.

[3813]

FOR TENANCY—CONDOR ROAD, SEVEN ROOMS, Drawing, Dining, and Card-room. Four Bathrooms, Tennis Court. Use of Flower and Vegetable Garden and Garage—\$400—Unfurnished; \$450—Furnished plus Taxes. Flats Wanted. HONGKONG SMALL INVESTORS, SHARE & REAL ESTATE CO. TEL. C. 4630. [100]

PREPAID "WANTED" ADVERTISEMENTS.

TO LET—From First September, "STOWORD No. 2," 46, BOWMAN ROAD, Three Stories, Six Rooms, Five Bath Rooms, Kitchen, Servants' Quarters. Apply to DEACONS, Prince's Building. [105]

TO LET—Quiet European FLATS at Tung King Road, opposite to the Motor Cycle Exchange. Cheap Rents Ranging from \$35.00 to \$45.00 Per month. Also European FLATS at "KA CHUEN" Building Nathan Road, at Moderate Rate. Apply to—THE KA CHUEN LAND ESTATE, 22, Tung King Road, Kowloon. [197]

INTIMATIONS.

WATSON'S
Celebrated
DRY GINGER
ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially Whiskey.

IN QUARTS, PINTS AND SPLITS.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

A. S. WATSON
& CO., LTD.

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841. 50

BIRTHS.

GENSBURGER.—On July 31st, at San Francisco, to Mr. and Mrs. V. D. GENSBURGER, Shanghai, a daughter.
TURNER.—On August 3rd, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. J. M. TURNER, a daughter.

VAN HOUTEN.—On August 3rd, at St. Marie's Hospital, Shanghai, to Mr. and Mrs. H. TH. VAN HOUTEN, a son.

MARRIAGE.

BARB—RAFFO.—On August 4th, at Soochow, by Dr. W. B. Nance, B.A., E.D., MARIE RAFFO, Southern Methodist Mission, Soochow, to JOHN S. BARB, M.A., B.Sc., London Mission, Shanghai.

DEATHS.

BARCHET.—On August 4th, at her residence, 31, BERNARD ROAD, Shanghai, MARY ELIZABETH BARCHET, widow of the late Stephen Paul Barchet, M.D.
ENTWISTLE.—On July 6th, at the First Combe Down, Bath, W. E. ENTWISTLE, C.I.M., Liaochow, China, aged 61.
TIPTON.—On August 3rd, at the General Hospital, Shanghai, MARY MAY, the dearly beloved wife of W. H. TIPTON, C.M. Customs, aged 32 years.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 11th, 1926.

LOCAL MANUAL TRAINING.

The Hongkong Government spends a great deal of money each year on education. It is therefore not only the right but the duty of the public to make suggestions concerning the best method of obtaining real value in return for it. A fair criticism of the present educational system is that it is designed almost entirely to produce clerical wage-earners. The ambition of nearly all of the scholars who attend the Government schools is to acquire sufficient knowledge to enable them to escape dirtying their hands when they have to earn a living. We do not know if there is any excess of supply over demand for students so trained, but we are informed that there is a shortage of the skilled labour, so essential to

modern industry. It is said that a skilled manual worker can always earn a good wage.

The Chinese workman has many admirable qualities. He is invariably industrious and sober. He is usually good-tempered and he even appreciates humour. It is estimated that in Hongkong there are about 10,000 men who are connected with shipbuilding and engineering work. Until recently nothing was done to give these men an opportunity to enhance their commercial value through evening classes. There is no manual instruction during school life except such as is supplied by the Boy Scouts system of training. It is true that for many years there has been a Technical Institute which is a part of the Government educational system, but despite the enthusiasm of some of its sponsors it has not made progress commensurate with the industrial development of Hongkong. We believe that it has suffered from lack of equipment and a full-time staff. There is no attempt, as far as we are aware, to provide manual training either in the Government schools

or in the local technical institute either for schoolboys or for those who have left school.

We now understand that the management of the Taikeo Dockyard have commenced a scheme of their own for the education, out of working hours, of the apprentices and artisans employed there.

An encouraging response has been made by the workmen. It is probable that nearly all of the boys who enter an apprenticeship course leave school too early to acquire a knowledge of the English language. It is a valuable asset for any young Chinese to be able to speak and to read English and it would be well if the local Government could offer facilities similar to those provided at Taikeo to the Chinese boys who have had some years in English schools. It should be a fairly simple and not a very expensive matter to do that. If the experiment proved to be successful, elementary technical instruction could in time be given in approved centres.

If we may accept the opinion of many shrewd observers of the Chinese student class, a great deal of the unrest in the country has been due to the unemployment of foreign educated students. Many of these are graduates of American or European Universities, but a large number return to China without any such badge of intellectual attainments. It has been suggested that our educational enthusiasts have been putting the cart before the horse. A large number of young Chinese have been trained abroad, and some in China and Hongkong, to become "Captains of Industry," but there have been no real efforts to train the sergeants and corporals of the industrial army. Even the great Sage Confucius realised that the first essential is to provide food for the people. He suggested that a man must be provided with means of support; after that, he said: "Teach him." Definite employment, with prospects that will stir ambition, is the best panacea for discontent. In China the vast majority of the population toil on the land. They are manual workers. Have our educational experts in Hongkong attempted, in any way, to educate the artisan class? It is certain that if machinery is to be used more and more in the interior of China there must be skilled workmen trained to operate it. It is very much to the interest of those who wish to market machinery that such workmen should be available. They can only be trained in the Coast Ports. We admit that there are many details that need to be thought out carefully in connection with any scheme of manual training but there should be no difficulty in obtaining advice from the big employers of labour in Hongkong. The suggestion is made in no carping spirit but in the hope that the authorities will make some effort to investigate the problem. The artisans of this Colony have proved themselves to be an industrious and self-respecting class of men and something might be done for the apprentices, who are mostly sons of these manual workers.

Guarantee restrictions imposed against arrivals from Amoy have been withdrawn.

The annual meeting of the Peak Club was held last evening. The proceedings were conducted in private, the meeting being for members only.

Sir Newton Stubb was admitted a member of the Imperial Society of Knights Bachelor at a meeting of the Council of the Society held at the House of Commons on July 12th.

Mrs. M. M. Birnie, who died in Kobe, Japan, some months ago, left property in Hongkong amounting to \$1,100. No statement of her property in Japan was given. Her husband, Mr. C. M. Birnie, to whom she left her property, resides in Kobe.

Sir Henry H. J. Gompertz, formerly Puisne Judge in Hongkong, whose name appeared in the recent Birthday Honours list, was among those who had the honour of Knighthood conferred upon them at an investiture by the King at Buckingham Palace on July 13th.

Telegraphic communication with Tientsin and Peking is totally interrupted. Telegrams for Tientsin and Peking are forwarded by wire to Chefoo and thence posted by irregular mail. They are accepted by the Eastern Extension Telegraph Co., only at the sender's risk as regards delay.

A marriage has been arranged, and will take place, early next year, between Edward Joseph Todhunter, eldest son of Mr. and Mrs. B. E. Todhunter, of Kingsmoor, Great Parndon, Essex, and Agnes Mary (Betty), younger daughter of Mr. and Mrs. John Swire, of Hillingdon House, Harlow.

Among those summoned to the third Court at Buckingham Palace on July 7th were Lady Swettenham, who presented Mrs. Stewart Brown, Mrs. Beauchamp Nelthorpe, and Mrs. Basil Taylor, wife of Captain Basil Taylor, R.N., a former harbour-master of Hongkong, who presented her daughter, Miss Kenlis Taylor.

The return of notifiable diseases for the week ended August 7th shows one Chinese imported case of cholera (fatal), two Chinese cases of diphtheria, three Chinese cases of enteric fever (all fatal) and one British case of paratyphoid fever. There were two deaths from influenza. In the return for the 24 hours ended August 9th there was one Chinese case of enteric fever.

The Vice-Chancellor of Cambridge University has received from Professor Sir William Ridgway an extract from the will of Captain H. L. Laver, who bequeathed to the Museum of Archaeology and Ethnology his very valuable collection of Chinese and Far Eastern archers' implements, including bows and arrows and all the implements connected with their manufacture, also all his archers' thumb rings, made of jade and other hard stones or of ivory, bone, porcelain, glass and metal.

Mr. Albert Gustavus Jeffress, of Kenton Grange, Kenton, near Harrow, vice-chairman of the British-American Tobacco Co., Ltd., who died at sea on December 20th, after visiting Japan and China, aged 50, domiciled in New York, a resident in Great Britain, left estate in Great Britain valued for probate at \$451,321, with net personality \$231,389. The value of the American property is not yet ascertained, but the property in New York State is provisionally stated to be "over 100,000 dollars."

The new premises of Messrs. Lane, Crawford, Ltd., in Exchange Building, Des Voeux Road Central, are to be opened by H.E. the Governor, Sir Cecil Clementi, K.C.M.G., at 11 a.m. next Tuesday. The premises in the new building occupied by Lane, Crawford, Ltd., include the basement, ground floor, mezzanine and first floors, a portion of which is also to be occupied by Cafe Wiseman; while the other part of the first floor will house the offices of the firm. It should be understood that the whole of the Exchange Building (the owners of which are the Hongkong Realty and Trust Company) is not yet complete, the coal strike at Home having had an indirect effect in the holding up of supplies. It is, however, anticipated that the whole building will be complete within a month of the opening of that part taken by Lane, Crawford, Ltd.

The late Mr. Walter Godfrey Feast (35), of Yokohama, formerly of Kobe, left estate in Great Britain valued at £1,117 (net personality \$968).

For failing to produce his driving licence, Mr. A. Black, 40, Sau-Wah-Fong, was fined \$5, by Major C. Willson, at the Central Magistracy yesterday, during the hearing of traffic summonses.

With regard to the recent false alarms of fire at the Hongkong Club, it is stated that these have not been in any way attributable to the staff, but are due to purely mechanical defects, which it is hoped to be able to remedy.

After a considerable stay in Hongkong, during which they won the appreciation of a good many residents by getting over real difficulties, the Mura Shipoff Art Ballet Company, including the clever young dance artiste, Miss Mura Shipoff, leaves the Colony to-day for Manila on the R.M.S. *Empress of Asia*. Miss Shipoff hopes to proceed to Europe to complete her education as a classical dancer.

A report was made to the police yesterday that an Indian constable was assaulted by two Chinese while on duty about five o'clock yesterday morning. Full details of the affair are not available, but it appears that he was tackled and his revolver stolen. Later in the day, a man was detained in connection with the affair, and it is reported that the revolver has been recovered, but where and how is not stated.

The R.M.S. *Empress of Asia* brought over 400 bags of mail to Hongkong yesterday. Most of it was from Canada, U.S.A., Japan and Shanghai, but included were 36 bags of letters and papers from the United Kingdom via Siberia, also Continental mail via the same route and a few bags of mail from London via Canada. On Saturday the s.s. *Hong Hwa* is due with letters from Home, via Negapatam, dated London, July 15th.

On the trip of the R.M.S. *Empress of Asia* to Hongkong passengers of the liner have been the object of several thefts, consisting of personal apparel and money. In the course of a search, a Japanese kimono, sweaters and various other personal goods, which were reported to have been lost were found in the luggage of one of the steamer's musicians, besides cash which was found on his person. The alleged thief was arrested and was turned over to the police yesterday morning. He will be charged this morning at the Kowloon Magistracy for larceny, if sufficient evidence is found against him.

Among the passengers returning to Hongkong by the R.M.S. *Empress of Asia* yesterday, were the following:—Mrs. A. L. Shields, from New York; Mr. J. P. Bourne and Mr. P. I. Newman, both of the Hongkong and Shanghai Hotels, Ltd., returning from Shanghai, where they have been on a business trip; Mr. S. Komor, from Shanghai; Mr. and Mrs. J. M. D. Wolf, returning from a holiday in Japan. Mr. Wolf is the Manager in Canton of the Asiatic Petroleum Co., Ltd. The *Empress of Asia* sails this afternoon for Manila, returning from there next Monday, and sailing for Vancouver via Shanghai and Japan ports on Thursday next at 5 a.m.

CORRESPONDENCE.

"HONGKONG HEAD" AND FORGETFULNESS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Doubtless many have read with much interest your contributed article under the above heading; old stagers, especially, will have absorbed it with much sympathy and with many a chuckle to learn that he is "not the only one." The symptoms referred to, the state of mind or temperament, are not really due to any "inferiority complex," when in any dilemma or difficulty, such as those described I have used an infallible remedy, as simple as it is efficacious and convivial. You simply ask: "What about it?" and the infallible reply is "Yes I think it might be done," and the dryness of one's palate is immediately overcome, and one's mind, nerves and tongue then respond in unison. Enclosing my card.—Yours truly,

THE JAT.

Hongkong, August 10, 1926.

LEGISLATIVE COUNCIL.

TO-MORROW'S MEETING.

QUESTIONS BY HON. MR. A. O. LANG AND HON. MR. H. W. BIRD.

At the meeting of the Legislative Council to be held to-morrow afternoon at 2.30 the Hon. Mr. A. O. Lang will ask the following questions:

Will the Government state:—

- (1) The number of deaths from Rabies since the beginning of present outbreak.
- (2) The number of those inoculated who have subsequently died from Rabies.
- (3) If it is the intention to take more drastic measures for the prevention of the spread of Rabies.
- (4) If the question of establishing a Pasteur Institute in Hongkong has been considered.

ROAD REPAIRS.

Hon. Mr. H. W. Bird will ask: Is it the Treasury Department or the Public Works Department which decides whether or not roads are to be repaired?

RESTAURANT LICENCES.

The Colonial Secretary will move the following resolution:

Resolved by the Legislative Council that in respect of Chinese Restaurant Licences for the year 1926 only, the following Schedule of fees is substituted for the Schedule of fees contained in the Second Schedule to the Liquors Consolidation Ordinance, 1911, under the heading "Chinese Restaurant licence" on page 1801 of Volume IV of the Ordinances of Hongkong, 1844-1923:—

Chinese Restaurant licence:—
Licence for a period of three months.
When the valuation of the premises occupied is—

In advance.	In advance.
under \$500	\$62.50
\$500 or over, but under \$2,000	\$125.00
\$2,000 or over, but under \$5,000	\$250.00
\$5,000 or over, but under \$10,000	\$500.00
\$10,000 or over	\$750.00

Resolved further that in respect of Chinese Restaurant Licences for the year 1927 and subsequent years, the Schedule of fees now appearing on page 1801 of Volume IV of the Ordinances of Hongkong, 1844-1923, shall be of full force and effect.

A meeting of the Finance Committee will follow the Council meeting.

Five Bills appear in the agenda:—

Second reading of the Bill intituled An Ordinance to authorise the Bank of Canton, Limited, to convert its gold capital into silver.

First reading of a Bill intituled An Ordinance to authorise the Appropriation of a Supplementary Sum of Eight hundred and thirty-two thousand two hundred and forty-nine Dollars and fifty-two Cents to defray the Charges of the year 1925.

First reading of a Bill intituled An Ordinance to amend the Peak Tramway Ordinance, 1883.

First reading of a Bill intituled An Ordinance to amend the law relating to wireless telegraphy.

First reading of a Bill intituled An Ordinance to amend the Midwives Ordinance, 1910.

WATER SUPPLY.

THE CHANGED SITUATION.

FIGURES FOR JULY.

The exceptional rains of July—29.79 inches at the Observatory, within a quarter of an inch of the wettest July on record 30.08 in 1917—have entirely altered the situation from the point of view of our water supply.

A month ago the reservoirs were only half full and had been falling for the previous two months and the city had been put on a restricted supply. Now all reservoirs except the small one at Wong Nei Chong Gap are overflowing and the main difficulty of the Water Authority is to get rid of the fine suspended mud which makes the water which reaches the reservoirs during heavy rains nearly unfit for use.

The monthly return gives the storage in the reservoirs supplying the City as 2,115 million gallons on August 1st against 2,087 million on the same date last year. The supply during July was 535 million gallons, being restricted early in the month by shortage and later by damage caused by the storm of the 19th. In July, 1925, with a constant supply the consumption amounted to 263 million gallons.

At Kowloon the storage on August 1st was 492 million gallons against 422 on the same date last year. The consumption was 80 million gallons for the month against 69 million in July 1925, there being a full supply during the month in both years.

LITTLE CHILDREN.

Little children, the sun has gone down,
And so comes the end of play;
The night comes to spoil your pastime,
The night comes to smother your day;
Your dear fond mothers are calling,
And you know that your mothers are right.
You were only made for the sunlight,
Goodnight, little children, good-night!

M.

FRANCE AND HER FINANCES.

THE RATIFICATION QUESTION.
NOT TO BE SUBMITTED BEFORE RECESS.

[THROUGH REUTER'S AGENCY.]

Paris, August 9th.

The Government has decided not to submit for ratification the debt agreements to Parliament before the recess. The Government's decision regarding debts was announced by M. Franklin Bouillon, presiding over the Foreign Affairs Committee in the morning. Undoubtedly, M. Clemenceau's open letter to President Coolidge fell like a bolt from the blue and affected the situation. It was apparently not a mere coincidence that the letter was published on the eve of a Ministerial Council which was to make a definite decision as regards ratification.

M. Bouillon stated that the Government did not propose to make any immediate statement regarding the debts either to the Finance or Foreign Affairs Committees of the Chamber which would be free to adopt the procedure they thought best. As regards the consideration of the debts, M. Bouillon was of opinion that M. Berenger, Ambassador to America, might not return to Washington at present.

THE FRANK.

The franc opened at 160 and closed below 167.

COAL MINING DISPUTE.

MEN DRIFTING BACK TO WORK.

London, August 9th.

One hundred more miners have resumed work at Cannock Chase where 4,512 miners are at present working. There are no doubt signs that the men are steadily drifting back in South Derbyshire and there has been some resumption in Leicestershire.

RUSSIAN AFFAIRS.

DISORDERS REPORTED IN THE RED ARMY.

Riga, August 9th.

Despite the Moscow official denials of disorders, travellers from Moscow report decided excitement and uneasiness in Kremlin circles owing to disorders in the Red Army consequent upon the dismissal of M. Lashevich from the post of Deputy Commissar of War and his expulsion from the Communist Party simultaneously with the dismissal of M. Zinoviev on July 25th. M. Lashevich and M. Trotsky were close friends and both were most popular in the army and therefore M. Stalin's followers are unable to act rigorously. Hence there is an electrical atmosphere. Friends criticise M. Stalin for failing to come to terms with the Opposition. This explains the postponement from this autumn till the Spring of 1927, the Congress of Soviet Republics and the Soviet elections owing to fear of an absolute party split.

A "BASELESS REPORT."

Moscow, August 9th.

Reports from America that M. Stalin has been assassinated have caused much amusement and are declared to be entirely baseless.

ITALY AND SPAIN.

A SURPRISE TREATY.

Rome, August 10th.

The announcement that Italy and Spain had signed a Treaty of friendship and arbitration in Madrid has come as a complete surprise. The negotiations, apparently, were conducted with the utmost secrecy, and the text of the Treaty, so far, has not been published. Fascist newspapers rejoice in the development, and emphasise the importance of the Treaty in the Mediterranean.

THE DAWES SCHEME.

WHAT GERMANY PAID LAST YEAR.

Paris, August 9th.

The Agent-General for Reparations announces that Germany has paid 93,023,000 gold marks for the second year of the Dawes scheme which ended on July 31st.

France receives 43,322,000 gold marks, and the British Empire, 17,416,000 gold marks, including 15,716,000 gold marks under the Reparation Recovery Act. Since the inception of the Dawes Scheme, the British Empire has received 290,842,000 gold marks, and France 683,320,000 gold marks.

BRITISH SUBMARINE DISASTER.

FIVE LIVES FEARED LOST.

BODIES NOT YET RECOVERED.

[THROUGH REUTER'S AGENCY.]

London, August 9th.

The Admiralty announces that Submarine H29 sank in Devonport Basin while refitting. A Chief Engineer, Artificer and four civilian workmen are missing.

A MYSTERY.

Mystery surrounds the sinking of the H29. Within a few minutes the Commander-in-Chief arrived and took charge. Special equipment was rushed to the quayside to raise the vessel.

The submarine had just returned from tests and the hatches were open and the propeller had not stopped when she came alongside and suddenly tilted and sank within ninety seconds.

The basin is comparatively small and pumping operations ought not to occupy many hours.

BODIES NOT YET RECOVERED.

London, August 10th.

The bodies of the victims of the H29 are still unrecovered. Nightlong pumping operations ceased this morning, owing to presence of other vessels in the basin. Two feet of the conning tower are now visible, but the submarine is fastened to a wall.

AN ADDITIONAL CASUALTY.

The Admiralty announces that an additional life was lost on the H29, namely, that of the engine fitter, who was aboard when the submarine sank. He must have been killed.

[BRITISH WIRELESS SERVICE.]

ELECTRIFYING SOUTHERN RAILWAYS.

Rugby, August 9th.

At a cost of about £2,750,000, a further portion of over 100 miles of the Southern Railway's suburban system now served by steam trains, is to be electrified forthwith and 12 single track miles of existing electric railway, operated by overhead electric equipment, will be converted into a third railway system which will in future be uniform over the whole Southern Railway suburban lines.

These new electric services will give an annual train mileage of 7,630,000 miles, as against 4,418,000 at present. It is anticipated that the present scheme will be completed by the end of 1928.

[REUTER'S AMERICAN SERVICE.]

TENNIS "STARS."

ANOTHER ALLEGED \$100,000 OFFER.

New York, August 10th.

It is reported that Miss Ryan is considering an offer of one hundred thousand dollars to turn professional and meet Mlle. Lengien, when the latter comes to America. Miss Ryan refused to comment upon the matter.

THE MEXICAN RELIGIOUS WARFARE.

SECOND WEEK OPENS QUIETLY.

Mexico City, August 10th.

Tranquillity has prevailed everywhere at the beginning of the second week of the religious deadlock, but no move, so far, has been made to nationalise the few Government churches in the country, notwithstanding the Government's proclaimed intention to deal with the protestant churches similarly to the Catholic.

MEXICAN OIL PRODUCTION.

Mexico City, August 9th.

President Calles has issued a Decree regulating oil production in order to prevent the exhaustion of oil resources by immoderate exploitation. Thus, the maximum production of any well will be fixed adjusting the valves on them and the placing of an official seal.

HAIPHONG HARBOUR.

THE QUESTION OF CONTROL.

According to a Paris telegram to "Lloyd's List," a decree just issued sets a new régime for Haiphong Harbour. Until now no fixed rule had prevailed in the management of upkeep and improvement works, funds being occasionally provided by the general estimates, or the Chamber of Commerce. The harbour will henceforth be largely a self-governing entity, along the lines provided for French harbours by the Law of June, 1920, of which Bordeaux and Havre have availed themselves. Dues and other income for the Harbour's fund will be managed by a local authority, consisting of a general manager and a board of directors.

SIR MATTHEW NATHAN.

TO SUCCEED LORD STEVENSON.

HEAD OF RUBBER COMMITTEE.

[THROUGH REUTER'S AGENCY.]

London, August 9th.

A Reuter's message states that Sir Matthew Nathan, G.C.M.G., a former Governor of Hongkong, has been appointed Chairman of the Advisory Rubber Committee, in succession to the late Lord Stevenson.

[Sir Matthew Nathan, as is well known, was Governor of Hongkong from 1903 to 1907, and it will be recalled that he revisited the Colony in November last, on relinquishing the post of Governor of Queensland, to which position he was appointed in July, 1924. Sir Matthew is a member of the Privy Council.]

[REUTER'S AMERICAN SERVICE.]

NEW YORK STOCK EXCHANGE.

MORE HEAVY TRADING.

DEMONSTRATIONS CONTINUED.

New York, August 9th.

With heavy trading throughout all sessions, remarkable Stock Market demonstrations continued to-day as General Motors and Steel Common continued their rocket-like course. General Motors which went up ten points in Saturday's short Session, opened four points high with an initial transaction of 19,000 shares while Steel Commons rose nearly four points on the day, at one time making a new high level of over 155. There was some scattered profit taking at the close, especially in General Motors, as traders realised their profits preparatory to the expected reaction after Thursday's meeting of the Directors, at which it is currently rumoured, a stock dividend of 50 per cent. will be declared, plus an extra cash dividend, may be, of four per cent.

Cotton broke at 75/80 with a bearish Government tendency. The condition of the yield is causing extensive liquidation and Southern selling, but the decline was checked by trade buying and local covering, due to small ginnings and private reports of heavy shedding in the Texas fields on account of high temperatures.

ROMANTIC MARRIAGE IN THE GOBI DESERT.

NULLITY SUIT IN PARIS.

FRENCH COUNT AND AMERICAN GIRL.

A romantic marriage in the great Gobi desert of Mongolia, twenty years ago, between two explorers, Count Jacques Pouly de Lesdain, a Frenchman, and Miss Mabel Bailey, an American girl, has been occupying the attention of the French Courts in a nullity suit brought by the husband.

When the Count de Lesdain started on his journey across the desert he was unaware of the identity of his companion, who wore male costume and looked like a handsome youth. It was only when the party was far from civilisation that Miss Bailey's identity became known. It is stated that, at first, the Count was very angry, but finally he fell in love with his beautiful companion and they became engaged. As the party was many months' journey from civilisation, as represented by the Peking legations, the couple took advantage of the chance presence of two Belgian missionaries to get married. There is one child of the marriage.

The Count asked for a decree of nullity on the grounds that, under French law, a marriage abroad had either to take place before a French consul or a diplomatic representative or according to the ordinary laws of the country. Marriage law in Mongolia, it was argued, stipulated that a woman should either be captured or, failing that, purchased from her parents for an agreed number of camels or sheep. Twice as many sheen had to be paid for a widow as for a young girl. As these formalities had not been observed, the Count's counsel pleaded that the ceremony was invalid.

The Court accepted the contention and granted a decree of nullity with the reservation that, as the marriage had been contracted in good faith, its civil effect would continue to the profit of Miss Bailey and her child.

MR. A. J. COOK SAVAGELY ATTACKED.

BY FRENCH AND GERMAN MINERS.

Paris, July 29th.

The International Miners' Committee concluded with a private conference which merely confirmed the decisions of the Ostend and Brussels Conferences with regard to the coal stoppage in Great Britain, confining its support of the miners to verbal sympathy.

Mr. A. J. Cook, interviewed by *L'Humanité*, complained of the attitude of the French and German delegates, "who savagely attacked us for accepting money from Moscow. The Americans alone supported us in this matter."

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE LOSS OF THE "TAI YUEN MARU"

DEATH ROLL 50: LOSS ESTIMATED AT \$500,000.

Hankow, August 10th.

The *Tai Yuen Maru's* casualties, from burning and drowning, are estimated at fifty, all of whom are Chinese.

The monetary loss of the vessel and cargo are in the neighbourhood of \$500,000, which largely covered by insurance.

GANG ROBBERY.

YOUNG STRAITS-BORN CHINESE SHOT DEAD.

BROTHER OF DR. HANNAH TAN.

Another very serious case of gang robbery, which resulted in a young Straits-born Chinese, the son of well to do parents, being shot dead, occurred in Neil Road, Singapore, on August 2nd, about 8 p.m.

Dr. Hannah Tan, a Straits-born Chinese lady, who is an assistant surgeon at Kandang Kerbau hospital, was sitting in a front room of 56, Neil Road, when six Chinese, all armed, suddenly entered. Five immediately commenced to ransack the house whilst another, pointing his pistol at Dr. Hannah Tan, signed her to be quiet. There were several other persons in the house at the time, who were treated in a similar manner.

SEARCH FOR VALUABLES.

Meanwhile almshouses were upset, clothes strewn all over the house in a frantic search was made for jewellery. One of the robbers whose face was covered with a handkerchief, came from an upper room with a knife in his teeth. He handed some jewellery over to the Chinese who was keeping watch. Another handed over a small box. The whole of these operations lasted about half-an-hour, and it was just as the robbers were about to leave that the murder was committed.

SHOT THROUGH THE HEAD.

The brother of Dr. Hannah Tan was returning home, and as he came near to the door, the Chinese who had been keeping watch, suddenly whipped the door open, and shot him dead, the bullet passing through his brain at close range. The deceased could not have known what was going forward, and could not have given any cause for such action. Hearing the shot, many who lived nearby rushed out to give assistance, and the police, under Inspector Meeten, were soon on the scene. The robbers, however, made good their escape, leaving only one trace, a handkerchief with a peculiar design, in red cotton, in one of the corners.

ROBBERY IN LAVENDER STREET.

Lavender Street was the scene of another similar outrage. Eight Chinese, six of whom were armed with pistols, entered a house, held up the occupants, and got away with \$200.

NAVAL INTELLIGENCE.

Lieutenant-Commander C. M. Stack on July 12th took up the post of Officer-Inspector to the Ulster Division of the R.N.V.R. at Belfast. He last served as a navigator of the cruise *Durbin* in China, and during the war was navigated the *fortilla* leaders *Adventure* and *Seymour*.

Approval has been given for H.M.S. *Plover*, used as a hulk at Gibraltar, to be placed on the sale list for breaking up. For many years the *Plover* has been employed on harbour service at Gibraltar. She was one of a class of gunboats launched in 1883 at Pembroke, and at the beginning of the century was serving in China. Although of only 755 tons, the *Plover* mounted six 4.1in. guns.

Commander A. B. Smithwick, D.S.O., who began duty in the Department of the Director of Navigation on July 10th, commanded the sloop *Bluebell* in China for two years prior to February last, and during the war was navigator of the cruisers *Sappho* and *Exmouth* and the battleship *Malaya*.

The following appointment was made by the Admiralty on July 10th: Ensign Lieut. F. W. Jones to *Despatch* (on relief).

The following appointment was made by the Admiralty on July 9th: Lieut. Comdr. L. J. P. Jones, D.S.C., to *President*, addl. for duty in Naval Intelligence Dept., Admiralty (July 27th), and to *Hawkins*, addl. (August 10th), and as Senior Officer (L), Hongkong (undated).

A TREACHEROUS CLANSMAN.

ATTEMPT TO BARTER LITTLE BOY.

GAALED FOR SIX MONTHS.

How a Chinese paid two visits to a clansman at To Kwa Wan, in the Kowloon City district, and enticed a ten-year old boy from his home with the intention of selling him was stated in the outlining of a charge of kidnapping preferred against him by Det. Sub-Inspector Shaftain before Major C. Willson at the Central Magistracy yesterday.

Two other men were involved in the charge, but they were stated, to have taken no active part in the affair.

Both the father and mother of the boy denied that the first defendant had obtained their permission to take the boy out, as alleged by him.

A woman from West Point gave evidence of the boy being brought to her house by the first defendant who offered to sell him for \$250. She made a counter-offer of \$100, and questioned the boy as to where he had come from when he was hastily taken away.

Defendant said he took the boy out for a walk and met the two other men on the Hongkong side. He denied having visited the woman's house and offered to sell the boy.

He was found guilty and sentenced to six months' hard labour. The other men were discharged.

LAUNCH AND BOAT MASTERS PROSECUTED.

CASES AT THE MARINE COURT.

A series of prosecutions took place at the Marine Court yesterday, before Lieut. Commander G. F. Hole, R.N., relative to small craft going outside the Harbour limits.

In the case of certain launches and motor-boats, those are not provided with life-saving appliances because the regulations do not apply to them. But the licence precludes these boats from going outside the limits of the harbour.

To avoid the danger involved in their so doing, the Police have rounded up a number of coxswains.

Several of these appeared at the Marine Court charged with committing a breach of the conditions of their licences, by being outside the harbour limits.

The masters of the motor boats *Quonaker* and *San Wo Fat* were fined \$15 each for being at Junk Bay and Seaton Bay respectively; while the master of the steam-launch *Diana* was fined a similar sum for being at Repulse Bay.

The master of the steam-launch, *Standard* was charged with a similar offence in respect of being outside the Harbour limits at Junk Bay.

Mr. G. S. Hugh-Jones, who appeared for the defence asked for an adjournment to prepare his defence. Mr. L. H. Booth (assistant Harbour Master) who appeared as complainant, said that it had been brought to his notice that endorsements had been made on the licence which were *ultra vires*. His Worship therefore dismissed the case.

THE "NAM WAH."

TO BE SOLD TO DEFRAY SALVAGE CHARGES.

The *s.s. Nam Wah*, a local Chinese steamer, flying the Portuguese flag is to be auctioned under a Court order at Tournane on September 2nd. The *Nam Wah* it will be recalled, formed the subject of negotiation some time ago after being towed in by a French vessel, to be ultimately "seized" for towage expenses. A dispute arose and involved litigation over a period of six months, and this has only ended by the decision to auction the vessel. The auction is being held to satisfy the claims by a French firm arising from the salvage of the vessel.

The *Nam Wah* had her engines completely disabled in December last when about fifty miles from Tournane when on a trip from Tournane to Hongkong. Later a French liner towed the *Nam Wah* back to Tournane. The Compagnie des Chargeurs Reunis, to whom the French liner belonged, refused an offer of \$4,000 as to the equitable value of the salvage work, and a dispute arose. The French Company claiming \$35,000, of the expenses entailed by the diverting of the rescue vessel over a considerable distance, and also the value of salvage.

The *Nam Wah* agents refused this claim, and stated that the value of the *Nam Wah* alone could hardly cover this amount.

The claim was afterwards reduced to \$25,000, but the officials of the Tai Sing Navigation Company, agents in Hongkong of the *Nam Wah*, could not meet this claim.

As stated, the auction of the *Nam Wah* is to take place on September 2nd at Tournane. The upset price is quoted at \$18,000 in Indo-Chinese currency, and the purchaser is to make payment within twenty-four hours of the sale.

The *Nam Wah* is a steel-plated vessel, of 817 tons gross. She is now on the roadstead at Tournane, having as a matter of fact been seized and laid up at that port since December 1st. Her engines are said to be still in the same disabled condition as when she was towed.

THE TYPHOON OF 1923.

GOOD WORK OF THE "BOWES CASTLE."

MR. GEORGE JENKINS DECORATED BY THE KING.

At Buckingham Palace, on July 13th, the King decorated Mr. George Jenkins, formerly third officer of the *s.s. Bowes Castle*, with the Board of Trade silver medal for gallantry in saving life at sea.

On August 18th, 1923, Hongkong was struck by a violent typhoon. The *s.s. Loong Sang*, lying in Kowloon Harbour, dragged her anchors, and, being without steam (her main engines having been opened up for survey), foundered after colliding with another vessel. While the typhoon was at its height the crew of the *s.s. Bowes Castle* observed men in the water clinging to wreckage. A lifeboat was thereupon launched in charge of the Chief Officer and manned by Mr. Jenkins, an apprentice, and four Chinese seamen.

After about 3 1/2 hours' work in the raging sea and blinding rain two survivors from the *Loong Sang* were picked up. Very great risk was incurred in rendering the services owing to the high sea, violent wind, and blinding rain.

It will be remembered that the Chinese members of the crew were decorated with silver medals by Sir Edward Stubbs, at a meeting of the Legislative Council last year.

"A COURT IS NOT A THEATRE."

AN APOLOGY VALUED AT \$2.

"I don't know what you people think this place is. It is not the Po Hing Theatre," said Mr. J. H. B. Nihill, the Kowloon Magistrate, to a Chinese woman who had been found smoking at the rear of the Court.

"I am sorry," said the woman. "Well, that is very nice of you," replied Mr. Nihill. "The usual fine for such an offence is \$5, but because you have apologised, I reduce yours to \$2."

This contravention of Court etiquette was the more aggravating and made the Magistrate very indignant in view of the fact that only half an hour previously, a young Chinese was brought before him by a Chinese constable, who had seen him spit on the floor of the Court. He was fined \$2.

The Chinese are lamentably ignorant of the rules of Court etiquette.

LOCAL CINEMAS.

"CIRCE THE ENCHANTRESS."

"Circe the Enchantress," an original story for the screen written specially for Mae Murray by Vincent Blasco Ibanez and produced by Tiffany Productions under the direction of Robert Z. Leonard—at the Metro-Goldwyn-Mayer studios, will be the attraction at the Queen's Theatre to-day. The product of the combined efforts of these three famous people has been one of the most widely discussed films of the season.

Senior Ibanez acquired world-wide fame through the circulation of his novel "The Four Horsemen of the Apocalypse." His works include "Blood and Sand," "Enemies of Women," "The Shadow of the Cathedral," and "Mare Nostrum." Probably no other modern author has been translated so widely or has had such big sales.

For to-morrow, Friday and Saturday, Gloria Swanson will make a re-appearance, after a long absence from the local screen. She will be seen in a film called "Manhandled," which was adapted by Frank Tuttle from the *Saturday Evening Post* story by Arthur Stringer. Miss Swanson is given a wide range of possibilities, and appears at her best.

THE "STAR" THEATRE.

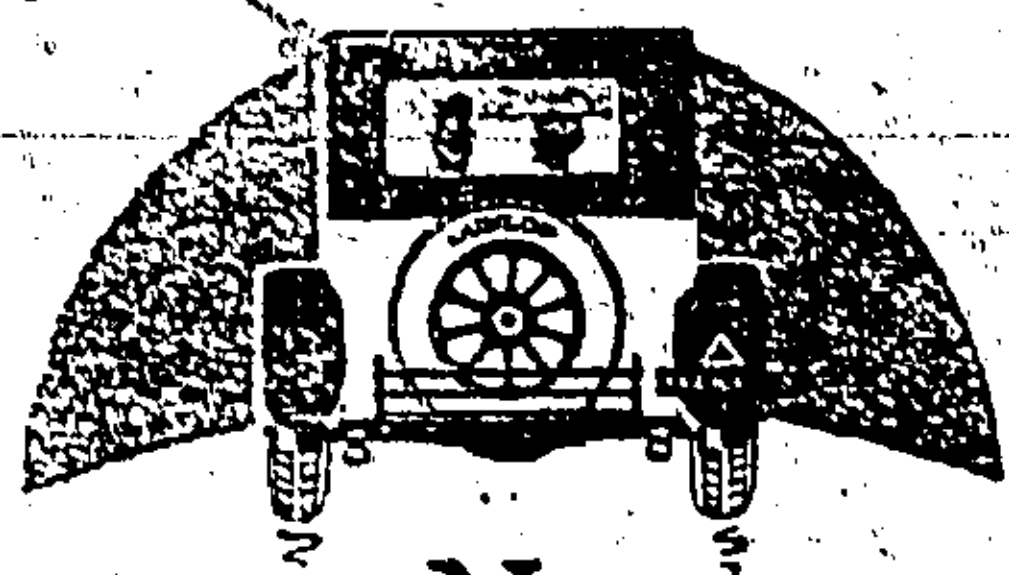
At the Star Theatre, Kowloon, for to-day, there will be screened "The Prodigal Judge," and "Too Much Business." For to-morrow, Friday and Saturday, "Meddling Women" and "Three Ages" will be the principal features in the programme.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 9th.

Paris	167 1/2
Brussels	174 1/2
Amsterdam	12.11 1/2
Berlin	20.42 1/2
Copenhagen	12.33
Vienna	24.37 1/2
Helsingfors	18 1/2
Lisbon	2.17 3/8
Buenos Aires	45.7 1/8
Shanghai	2/0 1/2
Yokohama	1/11.17 3/8
New York	4.84 1/2
Geneva	25.15
Milan	144 1/2
Stockholm	18.16
Oslo	22.20
Prague	18 1/2
Madrid	31.78
Rio	7.0 1/8
Bombay	1/5.29 3/8
Hongkong	2/1 1/2
Silver (spot)	28.13 1/8
Silver (forward)	28 1/2



No
other tyre
will give you
the same safety,
mileage & comfort
as
DUNLOP
CORD BALLOON
TYRES

BRITISH BEST

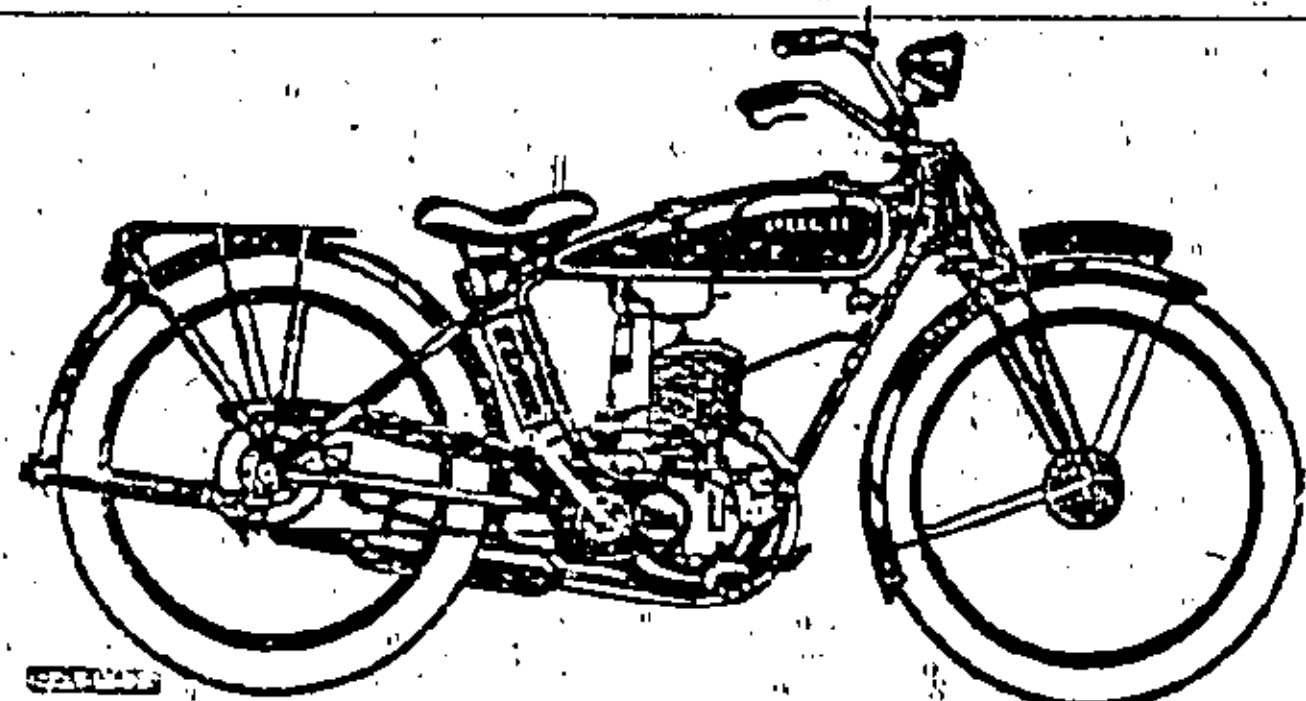
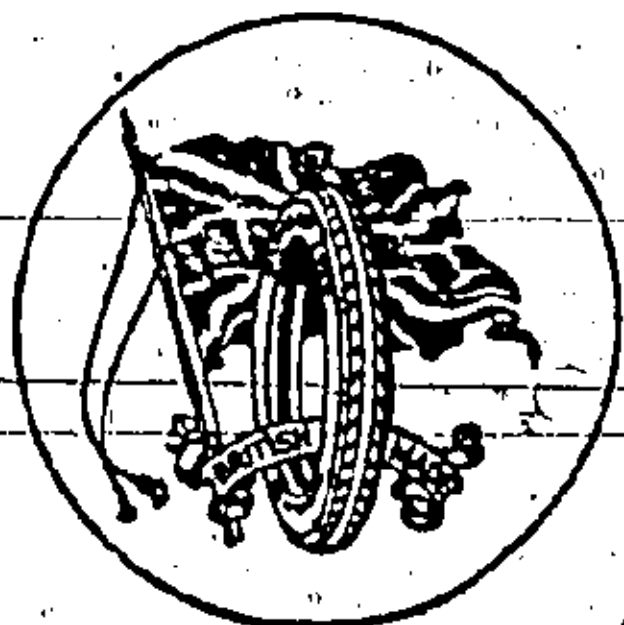
AND
THEY COST NO MORE THAN OTHER TYRES.**DUNLOP RUBBER CO., LTD.**

LOCAL BRANCH OFFICE—18A, Des Voeux Road, C.

(TEL. CENTRAL 4554.)

DISTRIBUTORS:

HONGKONG HOTEL GARAGE.



NEW STOCK JUST ARRIVED, SPECIAL OFFER.

3 H.P. MOTOR CYCLE \$350.00

STOCK AND SPARE PARTS ON HAND.

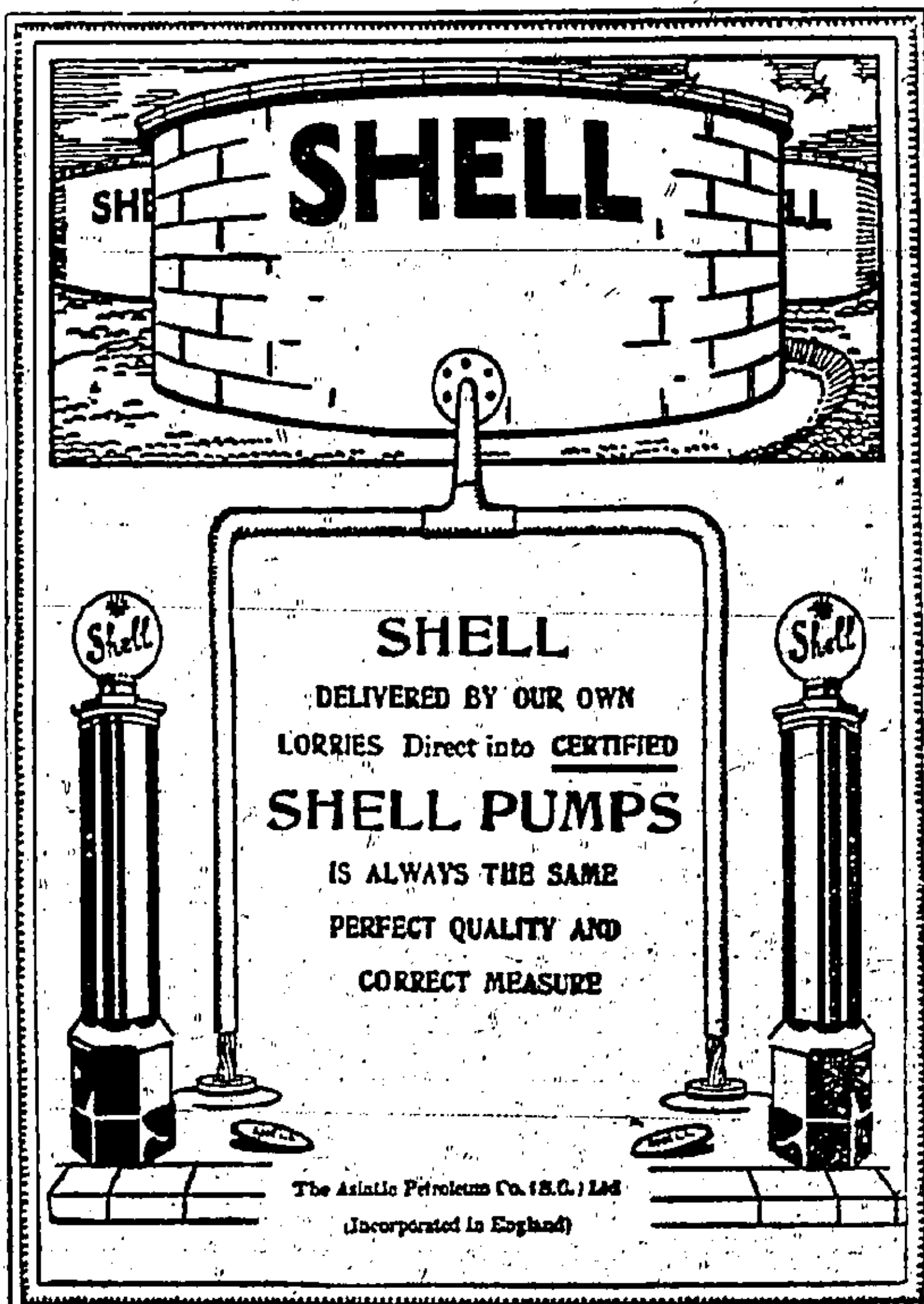
EASY TERMS CAN BE ARRANGED.

LEYSECO CHINA CO., LTD.

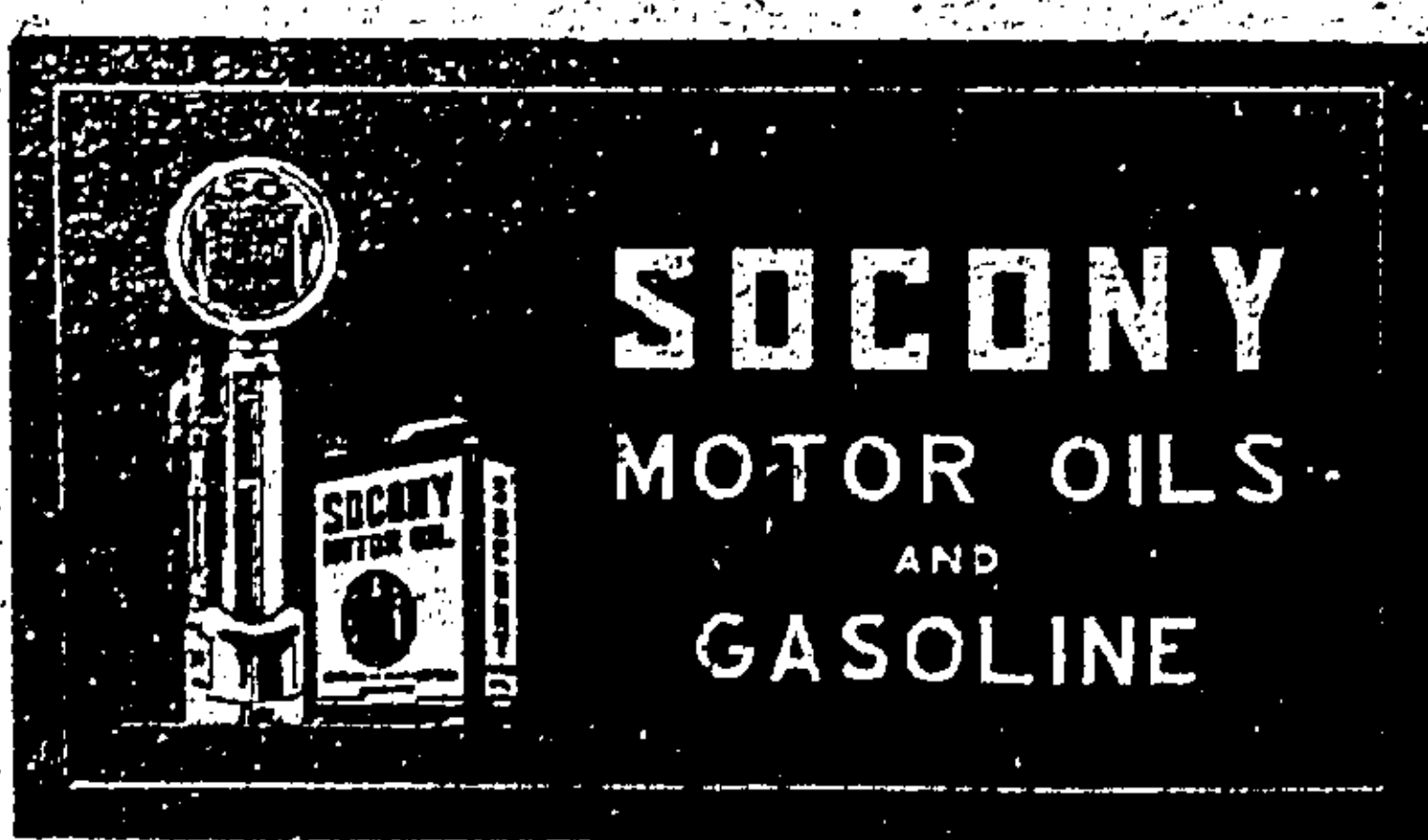
PHONE: C. 1221.

4TH FLOOR, BANK OF CANTON BUILDING,
6, DES VOEUX ROAD CENTRAL.

(A.P.B.)



SHELL
DELIVERED BY OUR OWN
LORRIES Direct into CERTIFIED
SHELL PUMPS
IS ALWAYS THE SAME
PERFECT QUALITY AND
CORRECT MEASURE

The Asiatic Petroleum Co. (S.S.) Ltd.
(Incorporated in England)

SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes:

A Weekly

Review dealing with matters of interest to
all local motorists.—Concerning Chauffeurs—A New Battery.

(BY AN OWNER-DRIVER.)

The wages paid to local chauffeurs is often a subject of comment, especially amongst the car owners who employ them.

Fifty dollars a month seems to be the minimum wage. It is said that some Indian chauffeurs receive as much as \$100 a month, but the maximum salary that can be vouched for by the writer is \$80 a month. In that case there were three big cars to look after. It is, however, a big wage for semi-skilled labour in Hongkong, and if we compare the wages paid to a chauffeur with those paid to other grades of labour in Hongkong we shall surely come to the conclusion either that chauffeurs are paid too much or others are not paid enough.

SKILLED MECHANICS.

It is realised that wages have increased during the last ten years. The first guild to demand an increase was that of the mechanics.

The wages now paid to a skilled mechanic—not a foreman, but one of the rank and file—is about \$40 a month. That man has passed through a period of apprenticeship of five years. He has had a long and arduous training. If he earns \$40 a month he is an efficient worker, an engine fitter or an electrician.

He commences work at 7 a.m.—sometimes earlier—and goes on continuously until 5 p.m. If he works in a Chinese firm he probably goes on from sunrise until sunset.

Often his conditions of work are far from pleasant. It is much nicer to be in the open air driving a car than to be in a ship fitting a pump near a boiler. Yet the chauffeur receives a higher wage than the skilled mechanic.

An intelligent house-boy, after a training of about three months, would make a very good chauffeur but he could not, with that period of training, become a skilled mechanic.

The difficulty seems to be that there is not a local system of training chauffeurs. An effort was either made or talked about by the local Y.M.C.A. some years ago, but it does not seem to have been successful.

This is a matter that might be investigated by the Hongkong Automobile Association.

A fair wage for a chauffeur is \$80 a month and it would be interesting to know what is paid in Shanghai and Singapore and how the wages in those places compare with the wages of skilled mechanics. If a house-boy averages about \$20 a chauffeur is well paid at \$30 a month.

It seems rather absurd that we pay less to the man who repairs the engine—a job beyond the skill of the average chauffeur—than we do to the man who steers the car.

The obvious solution is some system of training for chauffeurs in Hongkong. It is a class of work that might well be carried out under the auspices of the local technical institute. At the present time it is difficult for anyone in the Colony to learn how to drive a car. In Britain there are many schools of instruction. Surely something might be done here in this direction—something that would encourage amateur as well as professional drivers to learn how to handle a car.

A NEW BATTERY.

There are many local motorists who are bothered by battery troubles and it is small consolation to them to explain that the trouble would have been avoided if they had paid more attention to the battery.

The common practice is to just hope for the best.

We are now informed that a new battery, named the Tungstone battery, has been subjected to a very rigid test.

We have not seen one of these batteries in Hongkong, nor are we aware that there are any local agents. The results of the tests made and published in *Motor Transport* are, however, well worth noting. They will arouse a hope in the mind of many a car owner.

A 17-volt 75 ampere-hour battery was demonstrated on a vehicle weighing about 2½ tons. The plates of the 75 ampere-hour battery measure 6 inches by 4 inches and are built up into the battery in a rigid manner.

The starter operated through the usual bendix drive on the flywheel. The first test was to start the engine, which was done at the first kick. Then the battery was used to drive the vehicle in top gear for over 100 yards, mainly on the level, but partly up a slight gradient.

After this gruelling effort the gear lever was put into the neutral position and the battery continued to rotate the engine vigorously for some time.

Next, the engine was driven for a mile so as to produce a charging current of from about 8 to 10 amperes. The battery was then made to drive the car for about thirty or forty yards. The makers claim that a high rate of charging does not damage the cells.

It is not easy to comment on these statements—except to remark that it is to be hoped that time will confirm them. We are so often led to expect great things by inventors, and are sometimes disappointed, that we grow cautious.

On the other hand the prize offered to anyone who can greatly improve the present system of storing electricity is immense. Welsbach is said to have made more than a million pounds sterling out of his patents concerning gas mantles. There would be a bigger prize awaiting the inventor of an almost perfect storage battery.

BALLOON TYRES.

Mr. Frank Gray (well-known as the late M.P. for Oxford) had a most adventurous journey by car from Lagos (Nigeria) to Kartoum (Sudan).

Surely it is rather wonderful, even in these days of sensations, that Central Africa should be traversed by car.

The cable subsequently sent by Mr. Gray to the tyre makers speaks for itself. "Both cars crossed mountains and reached Red Sea; an selling surplus tyres carried from Lagos."

The expedition put its faith in Dunlop Balloons and the tyres did not fail. It was a great record.

LOCAL ACCIDENTS.

The Great Storm was indirectly responsible for many local accidents. Many a driver had a slight skid owing to the slippery road surfaces; others were more unfortunate.

The car that is most frequently used by H.E. the Governor had a nasty smash in Wanchai last week. Apparently the cause was an exposed man-hole in the centre of the road.

It is rumoured that the car contained the chauffeur only and it was proceeding at an average speed along the centre of the road. Incidentally it may be mentioned that the road at this particular place is less than thirty feet wide.

It is impossible to drive close to the side of the road because the Chinese pedestrians will monopolise a width of about six feet of road from each pavement. Everyone drives in the middle of the road through Wanchai.

On this particular evening there was a man-hole without a cover and presumably no red lights to warn the driver. It is not the only occasion when there has been a road opening with no warning lights. Nobody expects that the over-worked executive engineers of the Public Works Department should inspect every road opening each night. It is probably due to the thoughtlessness of some Chinese foreman that these dangers arise. All that the general public ask is that when such carelessness is discovered an example should be made.

A TWISTED FRAME.

It will be remembered that the Governor uses an English car. One of the wheels dropped into the exposed man-hole and there must have been a terrific shock. It is only possible to guess at the result but a jar like that might give the frame and the front axle a sudden twist. In the construction of modern frames nickel steel is used. These modern steel alloys are, when supplied by the makers, amazingly strong. They are all subjected to heat treatment and the strength of the material is greatly affected by such treatment.

It is therefore almost impossible to do much with a badly twisted frame in Hongkong. The safest plan is to have an entirely new frame. Of course, there may be a local expert capable of giving the required heat treatment, but it is unlikely.

THE GLENEALY CORNER.

There was a nasty accident at the Glenealy corner about ten days or a fortnight ago.

Protests have often been made about that corner which, at the best of times, is a nasty one. During the recent storm there was a bad landslide which blocked half of the road. "One-way-traffic" only was possible.

It is hardly fair to criticise, in any way, the Public Works Department because of the splendid work which they accomplished after the storm. It did seem, however, that the debris of that landslide at Glenealy blocked the road for a long time. There might have been a man to regulate traffic at the bend.

The really absurd part of that corner, however, is the stone parapet which entirely obscures the view. Surely be iron railings might be substituted so that the driver would have some chance of seeing vehicles approaching.

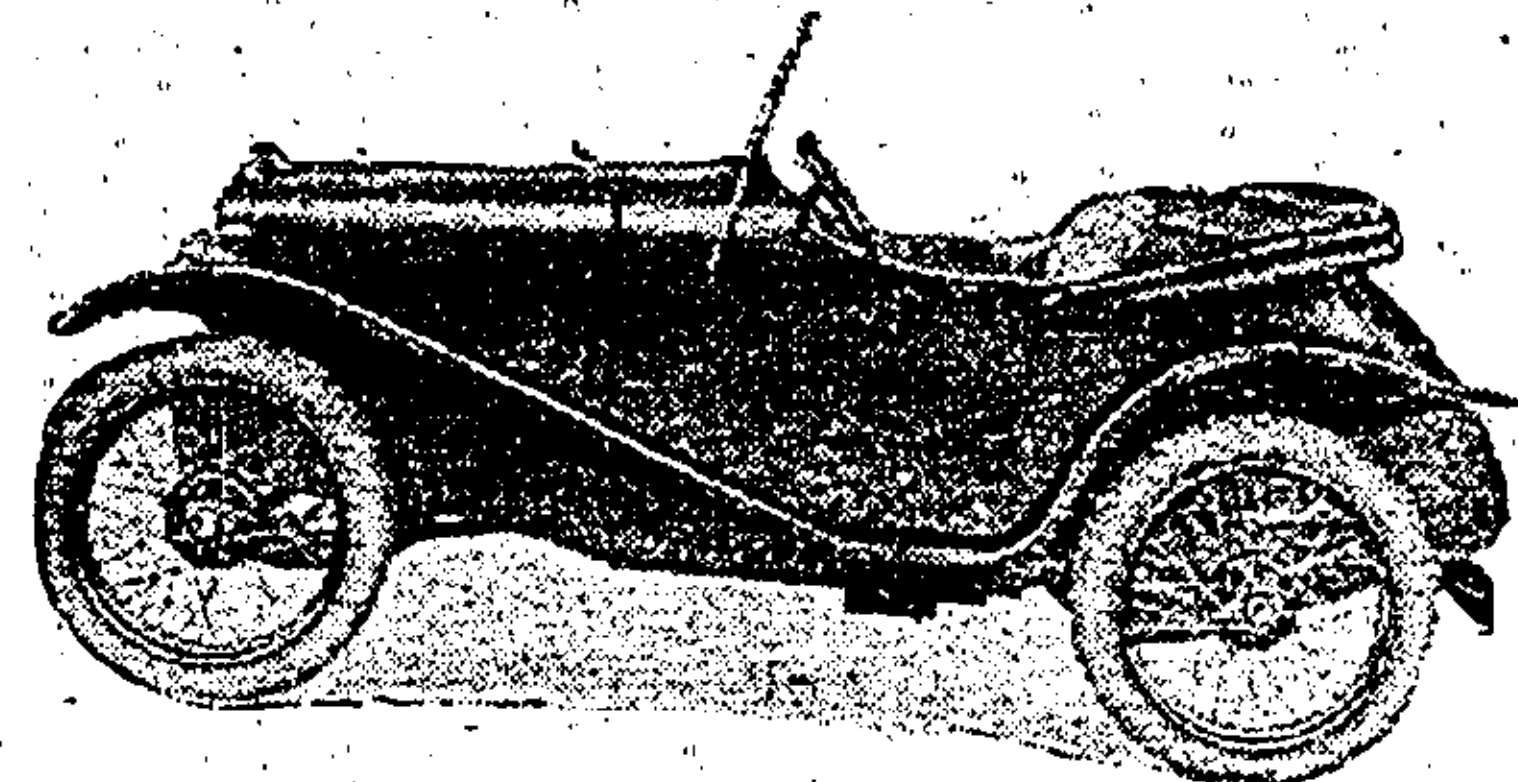
A Government lorry and a privately-owned touring car met, and, as usually happens, the big chap (i.e. the lorry) got off easily, while the little fellow was damaged.

Accidents will happen from time to time and it is a matter for which we cannot be too thankful that there are seldom injuries as a result of street collisions in Hongkong. When we read of the accidents in Great Britain and when we take into consideration the narrowness of the local roads we may congratulate the Traffic Officers who regulate everything so well and also the owners who insist upon "safety first."

Motorists, however, grow impatient when there is delay over making very much needed road improvements. It does seem unfortunate that certain trees that obstruct the traffic and the sight of other drivers should not be removed at once. Plant trees in other places when they will not cause accidents. They grow quickly enough in this part of the world.

(Continued on page 2.)

"BUSINESS and PLEASURE."



AUSTIN SEVEN.

When the day is finished in the City, the car will be ready for that delightful run in the Cool of the evening. Easy to garage—its requirements for space are as modest as its price.

ALEX. ROSS & Co (CHINA), Ltd.BANK OF CHINA BUILDING. 4, QUEEN'S ROAD CENTRAL.
(TEL. C. 27. MACHINERY OFFICE: TEL. C. 2487.)

CARS

SINGER

CARS

10/26 H.P.

BRITISH THROUGHOUT.

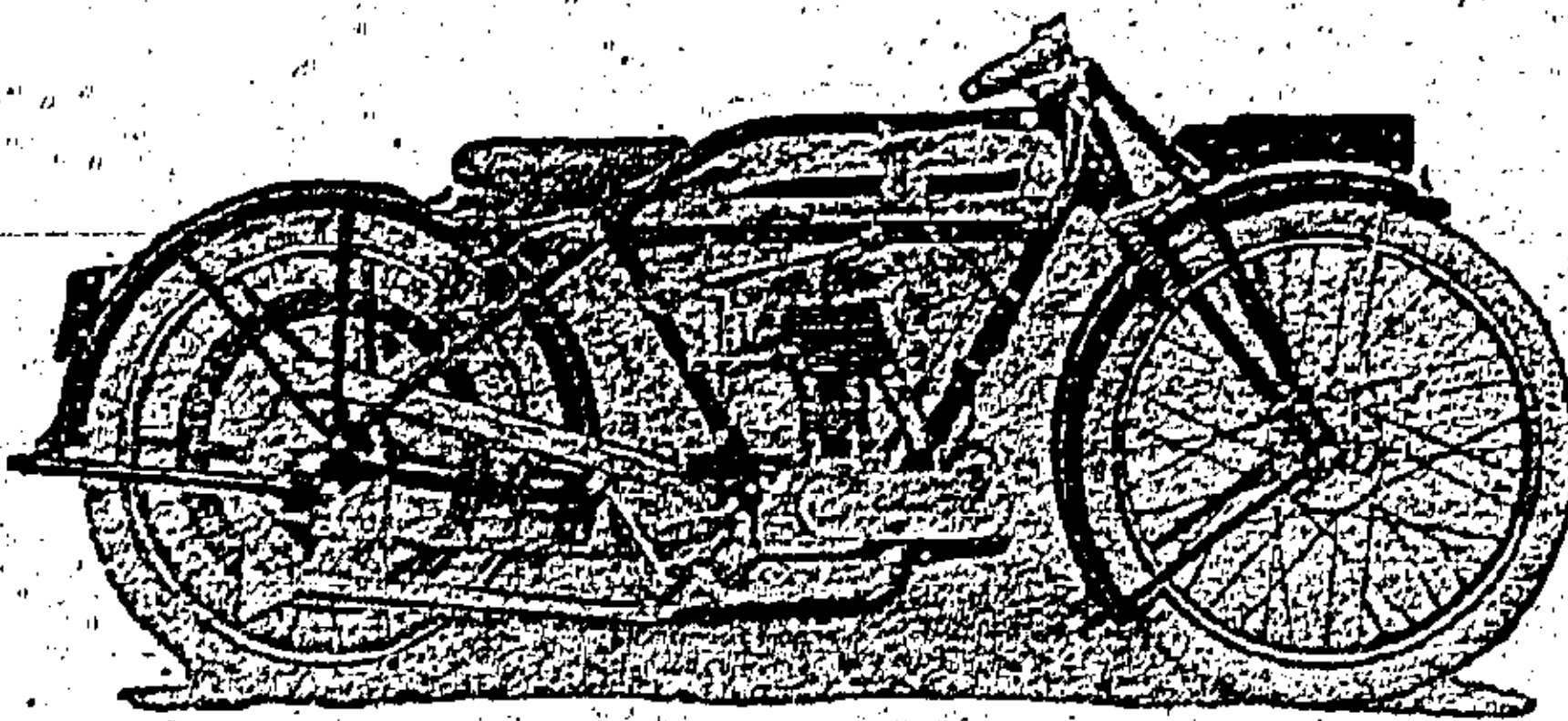
AGENTS:—

GILMAN & Co., Ltd.

4a, Des Voeux Road.

ANNOUNCING.

THE MODEL "Q" SPORTS DE LUXE TRIUMPH
MOTORCYCLE HAS ARRIVED.



See this cycle and be convinced that it is one of the nicest jobs you have seen for a long time. Speed: 65 M.P.R., price almost that of the Standard Model "P".

Can be seen at our office or at No. 1A, Chater Road.

ALEX. ROSS & Co (CHINA), Ltd.

INTIMATIONS.

INSURE

YOUR

MOTOR CAR

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

[24]



LAVOL

Does it seem to you that you can't stand another minute of that awful burning heat? That it must be cooled? That you must have relief? Get a bottle of this liquid wash, and just sponge it over the affected parts. The very first drops stop that awful burning instantly. The first drops soothe and heal. The first drops give you a feeling of comfort that you have not enjoyed for months, or perhaps years. At all good chemists, druggists, etc. Dispensaries, and all stores. 4 Cansons Road, Shanghai.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.
FROM NEW YORK.

THE STEAMSHIP "CITY OF CORINTH"
Having arrived. Consignees of Goods by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th August, 1926, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before 22nd August, 1926, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon; within the Free Storage period of One Week. No Fire Insurance has been effected. Bills of Lading will be counter-signed by THE BANK LINE, LTD., General Agents, Hongkong, 9th August, 1926. [3858]

HAMBURG-AMERIKA LINIE.

THE MOTORSHIP "MUNSTERLAND"
Having arrived. Consignees of Goods by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 13th August, 1926, will be subject to Rent. All Claims must reach us by 15th August 1926, or they will not be recognized. All damaged Packages will be examined by Messrs. Golds and Douglas (Marine Surveyors) on 10th and 12th August. No Fire Insurance will be effected. Bills of Lading will be counter-signed by JEBSEN & Co., Agents, Hongkong, Hongkong, 8th August, 1926. [3853]

THE NEW FRANCE REMEDY
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

No. 1 for Rheumatism, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Weakness. Sold by all Chemists, Druggists, etc. in Hongkong, Shanghai, etc. Price 1/6 per bottle. 4 Cansons Road, Shanghai.

RIVER LEVELS.
Bulletin from
BOARD OF CONSERVANCY WORKS
OF KWANGTUNG.

Waterlevels (in English Feet) at 8 a.m.

Place of Observation	Highest W. Level recorded	Lowest W. Level recorded	W.L. Aug. 8	W.L. Aug. 9
West River at Shinghai	+41.0	0	+22.9	+23.9
North River at Tungyuan	+28.7	0	+8.8	Rising
North River at Samshui	+37.3	-5.0	+18.88	+12.00
East River at Sheklung	+15.3	-3	+8.8	+4.3

MOTORING NOTES (CON.)

THE SMALL CAR.

Various agencies send us "material" for these columns. These contributions are examined carefully and when there is any item of interest it is duly recorded. We have recently had some readable matter from an enterprising advertising corporation in Ohio.

After some consideration we have come to the conclusion that soon we shall hear of a Syndicate in the U.S.A. whose object will be to manufacture and market small cars.

The headlines tell the story "America has steadily been reducing piston displacement in motor-cars" is one. Very interesting figures are quoted to show how the efficiency of the small car has increased in fifteen years.

The famous speed-way racing track at Indianapolis is the "Brooklands" of the U.S.A. because accurate observations of the behaviour of cars can be made there and valuable data accumulated.

Comparing tests made over the last fifteen years we see that the speed of cars has gone up while the piston displacement (or size of cylinders) has gone down. The best average speed recorded from 1920-22 was 94.43 miles per hour with a piston displacement of 181.44 cubic inches. In 1913 to 1923 the size of the motors was restricted to below 122 cubic inches.

In 1911 the big race was open to all cars with a piston displacement under 600 inches. An average speed on the 500 mile trip was 71.13 miles per hour made by a car with an engine displacement of 597.2 cubic inches. The winner averaged 74.59 miles an hour in a car with an engine whose displacement was 477.1 cubic inches.

The astonishing fact emerges that a decrease of 79 per cent. in piston displacement was followed by an increase of 31 per cent. in speed capacity.

THE EUROPEAN TYPE.

The burden of the whole of this "Export Publicity" from Ohio is that the European-type motor will become more and more popular in the U.S.A.

No doubt, the success of the American cars in the early days of motoring was due to the fact that high-powered engines were fitted. Even to-day, if we compare the size of the engines on cars made in America with those made in Europe we shall find a great difference.

In America petrol consumption is not such a consideration. The conditions in the two continents are different and the result is that hitherto America has favoured the high-powered car.

Is the small car going to become popular in the U.S.A.? Our correspondents in Ohio seem certain that it is.

LOCAL CONDITIONS.

In Hongkong there is so much bill-climbing to be done that many motorists favour a powerful engine. "Maskee the petrol," they say. "Give me power." A popular type of car—the Studebaker standard six—has a piston displacement of 3,955.25 cubic centimetres—or 242 cubic inches. It sells in Britain at £385, according to the advertisements.

The new Crossley six has a cylinder displacement of 2,692 cubic centimetres. It sells in Britain at £275. A consumption of 20 miles per gallon is quoted by the makers.

Nobody supposes that you get a better article at £385 than you do at £275. You must make up your mind what you want and what you can afford.

If the tendency in the U.S.A. is to follow European designs and get smaller engines, as is argued by the Ohio Advertising Corporation, then we shall find engines with a 4,000 cu. cm. capacity only in the very expensive cars.

The weight of the car, and the area exposed to wind pressure, are important factors in determining petrol consumption.

You cannot have it both ways. If you want a big roomy body and a high-powered engine you must pay for it in petrol consumption. There are arguments in favour of almost every type of car. These arguments appeal with different force to different people. That is why there is so much variety.

In the meantime it really is a matter of great interest that manufacturers in the U.S.A. should be devoting attention to the small car. It is also a fact that the motor manufacturers of Great Britain are devoting a great deal of attention to the methods of American firms.

There is very little that can be kept secret in these days. The general public benefits.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Ning*, from Foochow and Amoy:—Lt. Comdr. and Mrs. Sankey, Mr. J. H. Geldart, Masters J. W. and D. Geldart.

Per R.M.S. *Empress of Asia*, arrived at Hongkong on August 10th:—Mr. H. J. Armstrong, Mr. and Mrs. A. G. Bailey, Miss E. L. Bailey, Miss E. Bailey, Mrs. M. R. Botelho, Master P. Botelho, Mr. J. P. Bourne, Mr. M. D. Crichton, Mr. W. J. Dorion, Mr. C. W. F. Finelli, Mr. A. Hillaly, Mr. S. Komor, Mr. M. Manuk, Miss M. Manuk, Mr. C. B. Morrison, Mr. P. Newman, Mr. J. M. Pinna, Miss R. Runjahn, Mr. S. R. Smith, Mrs. A. L. Shields, Mr. F. E. Shaw, Mrs. Thompson, Miss M. Thompson, Mr. E. A. Vandevier, Mr. and Mrs. A. J. Waller, Master R. E. Waller, Miss E. Wilkerson, Mr. and Mrs. G. M. D. Wolf, Misses Wolf (2), Mr. W. H. Hoegger, Mrs. E. Barkley, Mr. and Mrs. A. B. Browne, Mrs. R. Colton and Infant, Mr. P. T. Deraranne, Mr. C. E. Honnessy, Mr. S. Kimo, Mrs. L. Morgan, Mr. J. Morgan, Mr. H. B. Norris, Miss N. Smith, Miss L. M. Vaughan, Miss B. Higgins, Mr. H. S. Mack, and Mr. S. H. Young.

LOSS OF THE "FONTAINEBLEAU."

RECENT FIRE DISASTER DESCRIBED.

GRAPHIC ACCOUNT GIVEN.

In the *Times of Ceylon* there appears very full details regarding the destruction by fire in July of the Messageries Maritimes liner *Fontainebleau* at Djibouti, the port of French Somaliland, whilst she was on her way to the Far East, being due to arrive at Hongkong on August.

Two of the passengers of the ill-fated steamer arrived at Colombo on July 28th, and one of these a Frenchman, gave a graphic description of the efforts made to control the fire which broke out on the *Fontainebleau* and of how the ship eventually became a wreck, although for many hours there seemed not to be the slightest danger of the complete loss of the vessel.

The fire apparently broke out just as the vessel was entering Djibouti Harbour about one o'clock on the afternoon of July 19th, when a thin haze of smoke was seen issuing from the two ventilators of the 'twon No. 3 hold, which contained bales of cotton from Egypt. The ventilators were at once shut, and a quantity of steam was directed into the hold. After half an hour of this treatment, it was thought that the fire had been put out, and the hatches were opened. Again, however, smoke began to rise from the hold, and it increased in volume, hanging over the ship like a pall. Quarter of an hour later the smouldering cotton burst into flames, and below the screen of smoke thin tongues of flame could be seen. All the time Trojan efforts were made to get the fire under control, but the appliances available were not adequate, and the flames gradually gained the upper hand.

BIG BLAZE.

In a few hours the time the hold was a raging furnace, and by seven o'clock in the evening the flames were mounting most high. Even at this stage, however, no anxiety was felt as to the safety of the ship. All afternoon the wind was blowing athwart the ship, and the outbreak, though serious, was confined to the one hold. Although it was realised that the cargo in this hold was lost, there was no suggestion that the fate of the whole vessel was even threatened. During the afternoon, however, the ship took a list to larboard on account of the volume of water that had been pumped into the hold. This made it more difficult to combat the fire, which was raging most fiercely on the starboard side, and the water going into the field could only be effective on the other side.

Even at 10 o'clock in the evening, however, the ship's officers were confident that the vessel would be saved. In fact they had entertained no thought of the disaster that was to come. After midnight, however, the situation became more serious. Up to this stage it was thought that the fire would burn itself out in the hold, but now the wind shifted, and carried along the length of the ship, at once fanning the flames and directing them to the companion-way, and the upper passenger decks. Soon the vessel was ablaze amidships. It was no longer possible to save the ship, for it had apparently grounded in the shallow water, owing to the heavy list to starboard, and the Captain could not get it under way to turn it round to get the wind broadside. Realising the seriousness of the situation a wireless message was sent to Perim for assistance from a salvage boat. The fire gradually spread along the ship, and both forward and midship of flames mounted high above the top mast.

VESSEL DOOMED.

It was now obvious that the vessel was doomed, and at about half past three or four o'clock in the morning it was abandoned. There was no panic whatever, as the fire had been in progress for about fourteen hours, and the few passengers remaining on board were prepared for the order to abandon ship. Most of the passengers had gone on shore in the afternoon with their luggage, and very few of them lost any of their belongings. The ship's officers managed to save the luggage not wanted on the voyage which was stored in the special hold. The ship continued to burn for about twelve hours after being abandoned, and when low tide came gradually sank into the mud, lying practically on her side owing to the heavy list to starboard it had taken early during the afternoon. When all was over the vessel lay there a total wreck more than three parts submerged in the water.

The *Fontainebleau* was one of the latest acquisitions to the M.M. fleet, having been launched only two years ago. She was specially built for the mail and passenger service between Marseilles and the Far East. She was a vessel of 16,000 tons displacement and was under the command of Capt. Guiland. It was understood that the wreck of the vessel involved the loss of about one hundred million francs. The cargo, the whole of which had been lost, with the exception of two motor cars and three or four packages, had been valued at about two-thirds of this sum, while the vessel was worth 25 or 30 million francs.

CAUSE OF OUTBREAK UNKNOWN.

Commenting on the loss of the *Fontainebleau*, the French passengers said that the vessel would have been saved if the fire had occurred in "any big port." The lack of adequate fire-fighting appliances had hampered the ship's officers considerably in their valiant efforts. Again, the ship might still have been saved, but for the misfortune of the wind changing. This was the sheerest bad luck, especially when the shallowness of the water prevented the ship being turned round so that the wind would not cause the flames to spread. It was not quite certain whether the outbreak of fire had really started in the Red Sea. Certainly during the passage through the Red Sea it had been painfully hot, but whether this was due to natural conditions or to a smouldering fire in the hold was not at all certain. At any rate the outbreak had been discovered just as they were entering the port of Djibouti. The cause of the outbreak was unknown, but it might be that spontaneous combustion of the cargo of cotton had been induced by the terrific heat in the Red Sea.

spread. It was not quite certain whether the outbreak of fire had really started in the Red Sea. Certainly during the passage through the Red Sea it had been painfully hot, but whether this was due to natural conditions or to a smouldering fire in the hold was not at all certain. At any rate the outbreak had been discovered just as they were entering the port of Djibouti. The cause of the outbreak was unknown, but it might be that spontaneous combustion of the cargo of cotton had been induced by the terrific heat in the Red Sea.

SERIOUS ALLEGATIONS.

Serious allegations against the officers of the ship are made by Dr. P. C. Subadhikari, Lecturer in Botany of the Ceylon University, who was also a passenger on the ill-fated *Fontainebleau*. Seen by a *Times of Ceylon* representative, he stated that disorganisation prevailed from the time the vessel took a heavy list. The fact that panic did not break out during the afternoon, was entirely due to the calmness of the passengers themselves.

Continuing, Dr. Subadhikari said:— "We could get no information, and up to the last minute we received no orders from anyone to leave the ship, nor was any help offered to us. The situation was too disgraceful for words. There were about 130 passengers on board, mostly French, and we had to take our own initiative in all matters. At about 7 p.m. some ladies and children left the vessel, but others would not leave until the Captain ordered them to do so. The order of the Captain never came. Messrs. Russell and Bannister, Dr. Bradford and myself did our best to help the ladies and children to leave the ship with as much luggage as they could secure.

The lights went out and on at intervals until 8 p.m., and from 8.30 p.m. to 8.45 p.m. the ship was in absolute darkness.

Panic prevailed during this time to the greatest degree. Some of the lady passengers fainted. The steamer listed over dangerously. At about 12.30 p.m. there appeared to be a fight between the crew and the stewards, the reason for which appeared to be that some of the crew tried to desert the ship with their belongings. A number of the crew, lascars and Chinese, appeared to be very tired. We then saw the crew depart. The fire assumed greater proportions, and at 3 p.m. the four of us whom I mentioned left the ship, the Captain only remaining on board then.

REVOLVER SHOTS.

Just prior to leaving the ship, we were dumbfounded to hear some revolver shots, which appeared to us to have been fired to stop a military Sergeant who tried to go down to his cabin to save some of his belongings. Terror-stricken, we left the boat, and it cost us about Rs. 35 each to get ashore. It was one of the darkest seas men could have experienced. We eventually went to an hotel, and from the window of our room we saw that the whole steamer was ablaze. When we saw the agents the following morning, they apologetically told us to go to h—'. We appealed to a Judge called M. Bellevant and the Governor-General of French Somaliland, but they could do very little for us. We have since petitioned the French Government. There were three casualties, the chief cook and two Chinese students dying as a result of the fire.

The doctor said in conclusion "I hope that a full inquiry will be held."

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due to-day, 10 a.m.
Empress of Canada (C.P.R.), due August 23rd.
Nanking (Swedish East Asiatic Co., Ltd.), due to-morrow.

VESSELS IN DOCK.

The following vessels are in Dock:—
"Taikoo Dock"—*Anatina*, *Kaying*, and *Kathe*.

HONGKONG SHIPPING.

IMPROVED RETURN: FREIGHTS STILL LOW.

Improved returns were shown in yesterday's shipping statement, but freights continued low, compared with the usual average, the cargo for Hongkong being especially below the usual mark. The total tonnage entered was 14,333 tons (British vessels making up 6,936 tons and other nationalities 7,397 tons) and it is interesting to note that the total freight was even below the tonnage of the ships.

At 9 a.m. yesterday there were 43 vessels in the harbour, of which 21 were British. During the previous 24 hours nine vessels arrived, viz., three British, one French, one Dutch, one Swedish and three Chinese. The departures over the same period came to eleven, viz., two Japanese and one Dutch for Shanghai, two American for Manila, one Chinese for Haohoi, one French for Kwang Chow Wan, one American for San Francisco, one Chinese for Amoy, one British for Singapore and one Chinese for Sha U Chung. There was only one clearance, this being a British steamer for Weihaiwei.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday.)
For Hongkong 4,363 tons.
For ports beyond 9,900 "

Total 14,263

(For the previous 24 hours ended at 9 a.m. on Monday.)
For Hongkong 11 tons.
For ports beyond nil "

Total 11 "

Of the cargo for Hongkong, the British vessels brought 1,760 tons between them, while of the remaining 2,603 tons in vessels of other nationalities, the best entry was 1,506 tons. With regard to freight for ports beyond, this was all carried in four vessels, a ship of other than British nationality carrying no less than 8,500 tons of the total.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

City of Corinth (British) from Newport News and Manila with 300 tons of general cargo and 400 tons for ports beyond;
Sunming (British) from Shanghai and Amoy with 840 tons of general cargo and mail;
Tai Shing (British) from Shanghai and Foochow with 620 tons of general cargo and mail;
Hanoi (French) from Haiphong and Port Bayard with 135 tons of general cargo and mail;
Fan Oerstraten (Dutch) from Belawan Deli and Singapore with 600 tons of general cargo, mail and 600 tons for ports beyond;
Nanking (Swedish) from Oslo and Singapore with 342 tons of general cargo, mail and 8,900 tons for ports beyond;
Paranang (Chinese) from Quinhon and Tourane with 1,500 tons of general cargo and mail;
Sui Fik (Chinese) from Sha U Chung with one ton of general cargo;
Tak Hing (Chinese) from Sha U Chung with one ton of general cargo;
Tak Hing (Chinese) from Nam Tau with five tons of vegetables.

Later arrivals yesterday, too late for inclusion in the above returns, were:—
Tjivondari (Dutch) from Shanghai and Keelung with 353 tons of general cargo and 2,772 tons for ports beyond;
Hai Ning (British) from Foochow and Amoy with 400 tons of general cargo and mail.

Empress of Asia (British) from Vancouver and Shanghai with 548 tons of general cargo, mail and 600 tons for ports beyond.

WEATHER REPORT.

Last night's weather report, forecast and remarks, issued by the Royal Observatory, stated:—

Pressure is relatively low from North China to N.E. Japan. An anti-cyclone is central over the Loochoo Islands.

Local forecast:—S.E. or variable winds, light to moderate, fair.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

8,000 Tons Displacement

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE, Agents,
HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

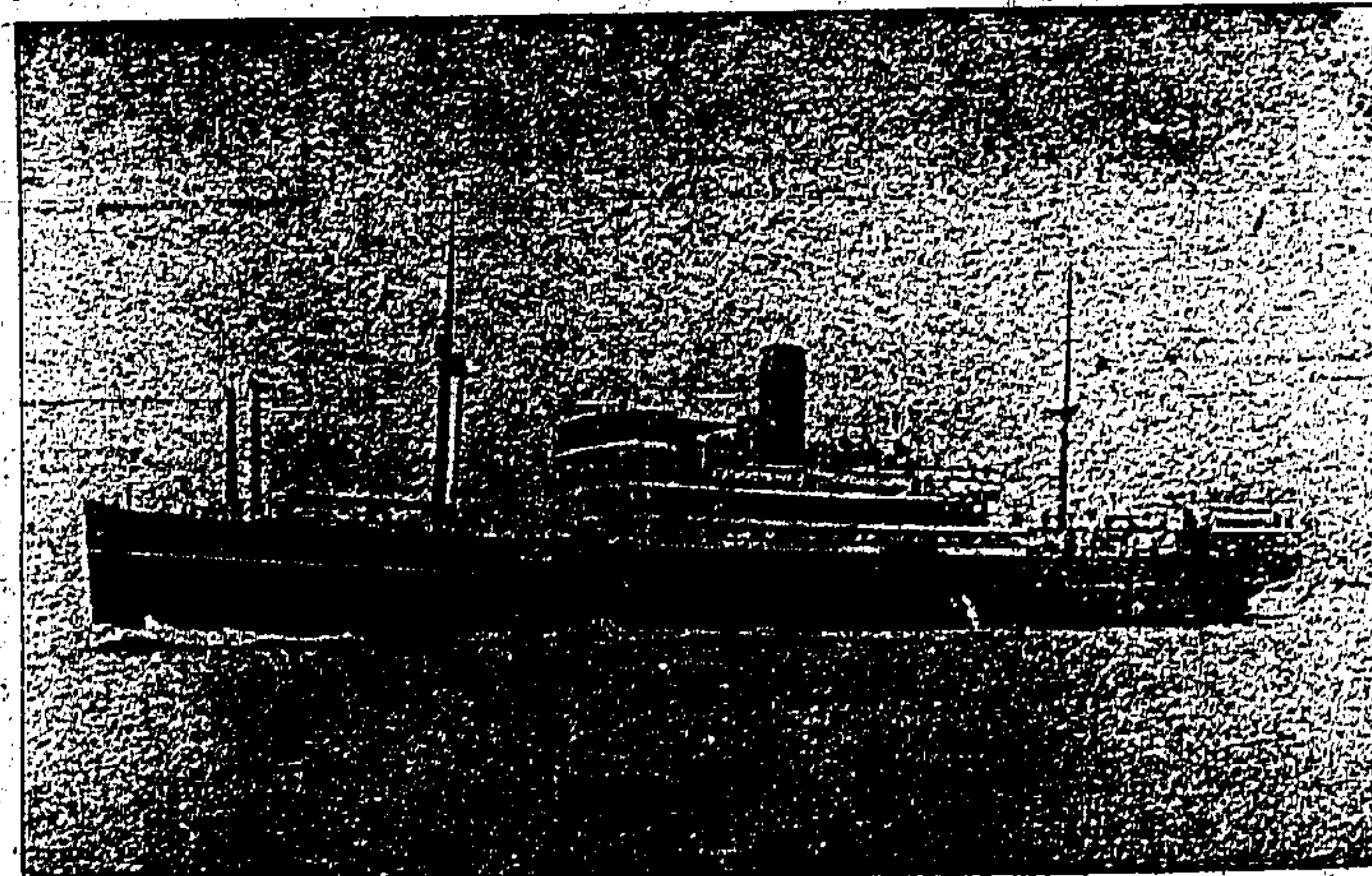
CALL FLAG: "C" OVER "AMS. PENNANT."

[61]

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.
Codes Used A1, A.B.O. Fifth Edition; Engineering: First and Second Editions
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE."

BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONGKONG & WHAMPOA DOCK CO., LTD. FOR THE
ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD. FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

August 9th.
Phraung, Chinese str., 1,022 tons, Capt. H. C. Kiddle, from Tourane, with general cargo, lying at Stonecutters—Chau Yue Tong.
Suiyik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Cheong Wharf—Fook Hoi Co.
Sanning, British str., 1,570 tons, Capt. J. Pringle, from Shanghai and Amoy, with general cargo, lying at No. 6 Buoy—Butterfield & Swire.

August 10th.

Empress of Asia, British str., 16,400 tons, Capt. A. V. R. Lovegrove, R.N.R., from Vancouver, with 1,700 tons general cargo, lying at Kowloon Wharf—C.P. S.S. Ltd.
Haining, British str., 832 tons, Capt. W. C. Passmore, from Foochow and Amoy, with general cargo, lying at Douglas Wharf—Douglas LaPraik & Co.
Nanking, Swedish str., 3,453 tons, Capt. B. A. Brandt, from Singapore, with general cargo, lying at Kowloon Wharf—Gillman & Co.
Takling, Chinese str., 105 tons, Capt. Lo Shan, from Nantau, with vegetables, lying at Luen Cheong Wharf—Fook Hoi Co.
Van Overstruten, Dutch str., 2,837 tons, Capt. H. Shinter, from Deli and Singapore, with general cargo, lying at As Buoy—Java China Japan Ltd.

Yatsung, British str., 1,324 tons, Capt. J. A. Massog, from Shanghai and Foochow, with general cargo, lying at B32 Buoy—Jardine, Matheson & Co.

CLEARANCES.

August 10th.

Borneo, for Haiphong.
City of Genoa, for Kowloon.
Hong, for Kwang Chou Wan.
Hui Hong, for Amoy.
Katsu Maru, for Swatow.
Nam Sang, for Amoy.
Nanking, for Shanghai.
Sui Yik, for Sha U Chung.
Takling, for Haiphong.
Veniz, for Singapore.

SHIPPING NOTES.

The master of the s.s. *Van Overstruten* (Dutch) from Belawan Deli and Singapore, reported to the Harbour Office yesterday that there was one death during the voyage, the body being buried at sea.

At the Marine Court yesterday, before Lieut. Commander G. F. Hole, R.N., three owners of cargo boats were each fined \$5, with the alternative of five days' hard labour, for going abreast of other boats alongside the s.s. *Unai Maru* No. 6.

Four boat owners were cautioned at the Marine Court yesterday for mooring their craft at night within 100 yards of low water mark without permission. They all pleaded guilty.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,535, of which the s.s. *Van Overstruten* (Dutch) from 1,431.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN

S.S. "OLDENBURG" ... due here on or about the 31st August
 S.S. "SAARLAND" ... due here on or about the 25th September

SAILINGS FOR EUROPE

M.S. "VOGTLAND" ... sailing on or about the 19th August
 M.S. "MUNSTERLAND" ... sailing on or about the 10th September

For freight, passage and further particulars please apply to

JEBSEN & CO.

112, PEDDER STREET.

TEL. C. 2225.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE
 SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MCKINLEY" Aug. 19th, 6 a.m.
 "PRESIDENT JEFFERSON" Sept. 1st, 5 p.m.

TO EUROPE—£120—£112

* First Class on the Pacific. First Class on American or Canadian Railways. First class and Monocles on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking arranged.

FOR MANILA

"PRESIDENT MCKINLEY" Aug. 12th, 5 p.m.
 "PRESIDENT JEFFERSON" Aug. 24th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 735.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.,

AMERICAN & MANCHURIAN LINE

"CITY OF BARODA"
 (9,070 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched via PHILIPPINES, STRAITS, COLOMBO and SUEZ CANAL on 8th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 3rd JANUARY, 1927.

For Freight or Passage, Apply to—

THE BANK LINE, LTD.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department: Tel. C. 752. Cables: GACANPAO.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS [15]



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

* KOREA MARU Tuesday, 24th Aug., at Noon
 * SIBERIA MARU Tuesday, 7th Sept., at Noon
 * SIBERIA MARU Monday, 31st Sept., at Noon
 * TAIYO MARU Tuesday, 5th Oct., at Noon

* Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU Wednesday, 25th Aug., at Noon
 ANYO MARU Tuesday, 12th Oct., at Noon
 BOKUYO MARU Saturday, 27th Nov., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

SUWA MARU Saturday, 14th Aug.
 FUSEIMI MARU Saturday, 28th Aug.
 HAKOZAKI MARU Saturday, 11th Sept.
 HAKUSAN MARU Saturday, 25th Sept.
 KITANO MARU Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 18th Aug., at 11 a.m.
 TANGO MARU Wednesday, 22nd Sept., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

HAKODATE MARU Tuesday, 24th Aug.
 TAKETOYO MARU Monday, 5th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAMAKURA MARU Saturday, 21st Aug.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU Wednesday, 11th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Saturday, 21st Aug.

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU Sunday, 15th Aug.
 KITANO MARU Sunday, 15th Aug.
 TOYOOKA MARU Monday, 16th Aug.

For further information, apply to— NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
GENERAL METZINGER A	16th July, 1926	17th Aug., 1926	17th Aug., 1926
AMAZONE B	30th July, "	31st Aug., "	14th Sept., "
ANGERS B	12th Aug., "	14th Sept., "	28th Sept., "
PATAGNAN A	27th Aug., "	28th Sept., "	19th Oct., "
ANGKOR B	10th Sept., "	12th Oct., "	28th Oct., "
PORTOS A	24th Sept., "	25th Oct., "	9th Nov., "
CHAMBERD B			23rd Nov., "

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
 A CLASS 1st Class—£2 9s. 0d. B CLASS 1st Class—£2 8s. 0d.
 STEAMERS 2nd £2 7s. 0d. STEAMERS 2nd £2 6s. 0d.

Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

S.S. "SI-KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd August.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,
 Telephone: Central 740. 3, QUEEN'S BUILDING.

CONSIGNATION—TRADE REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"YATSHING"	Wednesday, 11th Aug., at 3 p.m.
HAIPHONG	"LEESANG"	Sunday, 15th Aug., at 8 a.m.
CHINKIANG via SHANGHAI	"YUENSANG"	Tuesday, 17th Aug., at Noon
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 18th Aug., at Noon
OSAKA via SHANGHAI	"KUTSANG"	Friday, 20th Aug., at 7 a.m.
TIENSIN	"CHEONGSEING"	Sunday, 22nd Aug., at 7 a.m.
HAIPHONG	"MINGSANG"	Sunday, 22nd Aug., at 8 a.m.
SANDAKAN	"HINSANG"	Tuesday, 24th Aug., at 2 p.m.
TSINGTAU via SHANGHAI	"HONGSANG"	Wednesday, 25th Aug., at 3 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Wednesday, 25th Aug., at 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Saturday, 28th Aug., at 3 p.m.
SANDAKAN	"MAUSANG"	Wednesday, 1st Sept., at 2 p.m.
TIENSIN	"CHIPSING"	Friday, 3rd Sept., at Noon
KOBE via MOJI	"LAISANG"	Tuesday, 7th Sept., at 7 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 15th Sept., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

Telephone: Central No. 215.

GENERAL MANAGERS.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Discharges	Leaves H'kong
"GLENAMORY"	24th Aug.	"PEMBROKESHIRE"	25th Aug.	
"GLENARBY"	2nd Sept.		London, Rotterdam & Hamburg via Oran.	
"GLENARBY"	16th			
"GLENSHANE"	5th Oct.	"GLENOGLE"	22nd Sept.	
"CAMMARTHENSHIRE"	16th		London, Rotterdam & Hamburg.	
"GLENBEG"	23rd			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215-sub-ex. 23, and Central 3696.

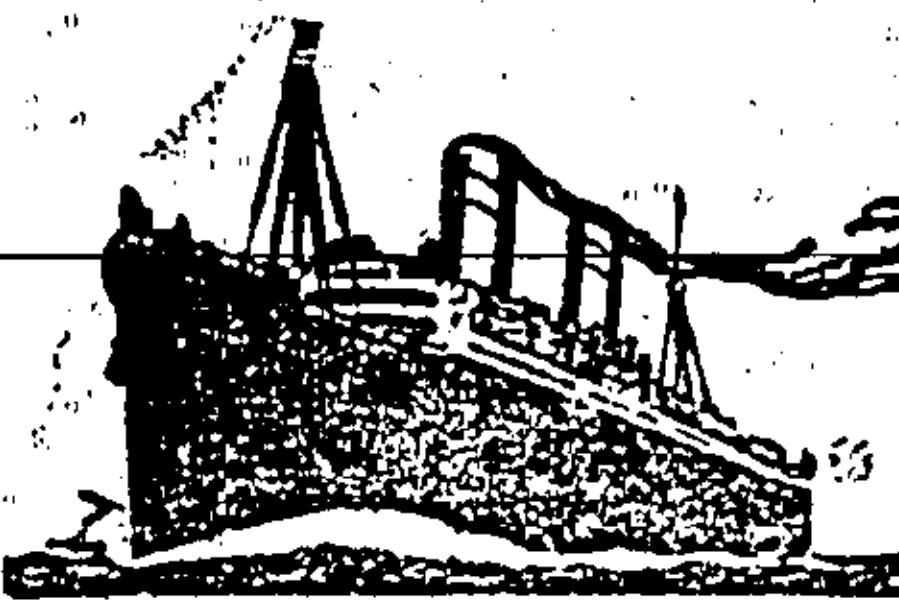
NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. 0d. } To GENOA.
 Intermediate class £48. 2s. 0d.



NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
* ACCOMMODATION FOR 100 CABIN CLAS AND 150 INTERMEDIATE CLASS PASSENGERS.		
* M.S. "EULDA"	16th August, 1926	22nd August, 1926
* M.S. "ROENIGSBERG"	16th August, 1926	18th October, "
* M.S. "TRIER"	6th September, "	13th November, "
* M.S. "SAARBRUECKEN"	6th October, "	11th December, "
* M.S. "COLENZ"	9th November, "	9th January, 1927
* M.S. "TORK"	2nd December, "	6th February, "
* M.S. "EULDA"	20th December, "	
* M.S. "DERFFLINGER"	27th January, 1927	6th March, "

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4567.

2, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIKEMBANG	BATAVIA	In Port	11th Aug.	SHANGHAI
TIJONDARI	SHANGHAI	12th "	17th "	BATAVIA
TIJILWONG	JAVA	12th Aug.		JAVA
TIJIMANOEK	NORTH CHINA & AMOT	18th "	20th "	BATAVIA
TIKANDI	JAPAN	22nd "	24th "	BATAVIA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "MALVERNIAN" ... Via Suez Canal From Hongkong 13th August.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

(Andrew Wain & Co., London.)

Sailings from Hongkong

M.V. "SPRINGBANK" ... Via Suez Canal 30th September.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
"B" 1st Class £30. 2nd Class £25.MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Ohinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Natal, Lourenco Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

PRINCE LINE

IMPROVED SERVICE

BY
FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "CHINESE PRINCE" ... 5th Sept., 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furness.

King's Building.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA.)

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on the 5th August, at Noon.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574

YORK BUILDING, CHATER ROAD.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,

CONSTANTINOPLE, GREECE, LEVANTINE PORTS,

EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MACEDONIA"	11,089	31st Aug. Noon	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Mars. Casablanca, L'don, Antwerp & Hall.
"NAGPORE"	5,353	10th Sept.	Mars. L'don, Hamburg, B'dam & Antwerp.
"KIDDERPORE"	5,354	13th Sept.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London, Antwerp & Hall.
"MOBEA"	10,918	18th Oct.	Marseilles and London.
"KEYBER"	8,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles, London and Antwerp.
"KARMALA"	9,128	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles, London and Antwerp.
"DELTA"	8,087	15th Dec.	Marseilles and London.
"MALWA"	10,941	8th Jan.	Marseilles, London and Antwerp.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOBEA"	10,918	5th Feb.	Marseilles and London.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TALWA"	10,000	15th Aug. 11.30 a.m.	Singapore, Penang and Calcutta.
"TAKADA"	6,949	4th Sept.	do.
"SANTHA"	7,754	8th Sept.	do.
"TILAWA"	10,006	31st Sept.	do.
"TALANBA"	9,018	— Sept.	do.
"SHIRALA"	7,841	3rd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"TANDA"	6,956	27th August	Manila, Sandakan, Thursday Island.
"ST. ALBANS"	4,500	1st Oct.	Townsville, Brisbane, Sydney
"ARAFURA"	6,000	29th Oct.	and Melbourne.

* Calls at Kolambagan.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Kioio, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as indicated.Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"TAKADA"	6,949	15th Aug.	Shanghai, Moji and Kobe.
"KIDDERPORE"	5,354	18th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	23rd Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	31st Aug.	Shanghai, Moji and Kobe.
"NELLORE"	8,853	1st Sept.	Shanghai, Moji and Kobe.
"TALANBA"	9,018	3rd Sept.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	2nd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Sept.	Shanghai, Moji and Kobe.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	26th Sept.	Shanghai, Moji and Kobe.
"KEYBER"	8,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	25th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai, Moji and Kobe.
"TANDA"	6,956	2nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,087	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Shanghai, Moji and Kobe.
"MALWA"	10,941	16th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Laundries.

Parcels measuring not more than 3 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers, Electric Light and Fans in Saloon, and
Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

Calling at Swatow for Passengers only

AND RETURN

(Occupying 9 or 10 Days)

HAINING ... Capt. W. C. Passmore ... Friday, 13th August, at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "HAI-CHING" at the Reduced Rate of \$90.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

**CHINA NAVIGATION CO.,
LIMITED.**

Steamship.	Tons.	From Hongkong (about)	Destination.
BANGKOK	...	"KWEIYANG" ... On 11th Aug.	4 p.m.
SHANGHAI-ANTUNG & NEWCHOWANG	...	"CHENGTO" ... On 12th Aug.	6 a.m.
HOIHOW & HAIPHONG	...	"TEAN" ... On 12th Aug.	10 a.m.
SWATOW & SHANGHAI	...	"SUNNING" ... On 12th Aug.	3 p.m.
SHANGHAI & TSINGTAO	...	"LINAN" ... On 14th Aug.	8 a.m.
BANGKOK	...	"CHINHUA" ... On 14th Aug.	6 a.m.
SHANGHAI	...	"SINKIANG" ... On 15th Aug.	6 a.m.
AMOY & SHANGHAI	...	"YINGCHOW" ... On 17th Aug.	6 a.m.
AMOY & SINGAPORE	...	"KAYING" ... On 17th Aug.	6 p.m.
WEIHAIWEI, CHEFOO & TIEN-TSIN	...	"KUBICHOV" ... On 17th Aug.	4 p.m.
SHANGHAI	...	"SUOCHOW" ... On 19th Aug.	6 a.m.
SHANGHAI & TSINGTAO	...	"CHENAN" ... On 21st Aug.	6 a.m.
BANGKOK	...	"KWANGCHOW" ... On 21st Aug.	4 p.m.
SHANGHAI	...	"SUIYANG" ... On 22nd Aug.	6 a.m.
AMOY & SHANGHAI	...	"SZORUEN" ... On 24th Aug.	6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	11th August	18th August, Noon
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: CENTRAL 38.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "CORBY CASTLE" ... Sails on or about 19th August.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS £72. 10s. 0d. "B" CLASS £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "FIUME L" ... 4th September.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "VENEZIA" ... 10th August.

S.S. "ROSANDRA" ... 7th September.

S.S. "FIUME L" ... 30th September.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st August.

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

[17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "MALVERNIAN"	...	Via Suez Canal	18th August.
S.S. "DEUCALION"	...	Via Suez Canal	27th August.
S.S. "ANTIOCHUS"	...	Via Suez Canal	10th September.
S.S. "CITY OF EVANSVILLE"	...	Via Suez Canal	24th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, JARDINE MATHESON & CO., LTD., CANTON.

[21]

CAPSTAN

Cigarettes

CAPSTAN

Cigarettes



HIGH GRADE
CAPSTAN
VIRGINIA CIGARETTES

Popular on
Land & Sea

Manufactured & owned by the British American Tobacco Co. (Crown) Ltd.

9-362

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL.....\$30,000,000.00
PAID-UP CAPITAL.....19,780,200.00
RESERVE FUND.....9,864,398.69

Head Office:—PEKING.
Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUI-

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid.....
up).....Yen 100,000,000
Reserve Fund.....Yen 68,600,000
HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia	Kai-Yuen	Rangoon
Bombay	Karachi	Sourabaya
Buenos Aires	Kobe	San Francisco
Canton	Lyons	Seattle
Obangchuan	Los Angeles	Semarang
Dairen	Manila	Shanghai
(Dalny)	Nagasaki	Singapore
Fengtien	Nagoya	Shimonoseki
(Mukden)	Newchwang	Sydney
Hankow	Osaka	Tientsin
Hankow	New York	Tokyo
Hankow	Peking	Tientsin
Hankow	Rio de Janeiro	Vladivostok

Interest allowed on Current

CHARTERED BANK OF AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER 1883.

Head Office: LONDON.

Paid-up Capital.....£2,000,000
Reserve Fund.....£1,000,000
Reserve, Liability of Proprietors.....£1,000,000

AGENCIES AND BRANCHES

ALOR STAR	HONGKONG
(Malay States)	IPOH
BANKOK	SIAM CHAI
BANGKOK	KLANG
BATAVIA	KORE
BOMBAY	KUALA
CALCUTTA	LUMPU
CANTON	KUANG
CANTON	KUANG
CEBU	MANILA
DELHI	MEDAN
HALFONG	NEW YORK
HANKOW	PEKING
HONGKONG	SHANGHAI
	YOKOHAMA

THE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.
 Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
 Every Description of Banking Business transacted.
 Loans granted on Approved Securities.
 Special facilities for domestic exchange.
TRUYER PET
 Manager.
 Hongkong, January 16th, 1924. [38]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
 (NETHERLANDS TRADING SOCIETY).
 Established 1824.
 Hongkong Branch established 1868.
 Authorized Capital
 Guilders 160,000,000
 (212,500,000)
 Paid-up Capital " 80,000,000
 (28,690,970)
 Reserve Fund " 21,117,340
 (21,756,778)
 Special Reserves " 22,660,000
 (21,892,330)
 Head Office:—AMSTERDAM.
 Eastern Head Office:—BATAVIA.
 BRANCHES:—Bandjermasin, Bandjoeang, Bombay, Calcutta, Cheribon, Djember, Djokjadarja, The Hague, Rade, Rote-Radia, Makassar, Madan, Padang, Palembang, Poelangang, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaja, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
 LONDON BRANCH:—NATIONAL PROVINCIAL BANK, LTD.
 Correspondents all over the World.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASSEN,
 Acting Manager.

Accounts.
 Deposits received for Fixed Periods at rates to be obtained on application.
C. ARIMA, Manager.
 Hongkong, 11th March, 1923. [35]

RUSSO-ASIATIC BANK.
 Roubles.
 CAPITAL (FULLY-PAID) 55,000,000.
 RESERVE FUND 23,560,000.
 Kup. Tia.
 CAPITAL CONTRIBUTED BY THE CHINESE GOVT. 3,500,000.
 RESERVE FUND 1,750,000.
 HEAD OFFICE:
 Paris: 9, Rue Boudreau.
 LONDON OFFICE:
 64, Old Broad Street, E.C.2.
 BANKERS:
 LONDON: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
 PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.
 LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
 NEW YORK: The Irving Bank; Columbia Trust Company.
 SAN FRANCISCO: The Crocker National Bank of San Francisco.
 BRANCHES IN ASIA:
 Cheongshun Harbin Peking
 Chiofo Hongkong Shanghai
 Dairen Kaigrah Tientsin
 Hailay Manchouli Urumtshi
 Hankow Newchwang Yokohama
HONGKONG BRANCH:
 Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
 Foreign Exchange on the Principal Cities of the World bought and sold.
L. BAINES, Manager.

FOREIGN EXCHANGE and Banking Business transacted. CURRENT ACCOUNTS OPENED. FIXED DEPOSITS received year or shorter periods which will be quoted on application.
A. H. FERGUSON, Manager.
 Hongkong, August 1st, 1923.

EQUITABLE EASTERN BANKING CORPORATION, AN AMERICAN BANK.
 CAPITAL AND SURPLUS U.S. \$3,000,000.
 HEAD OFFICE:
 37, WALL STREET, NEW YORK.
 BRANCHES:
 SHANGHAI.
 General Banking and Exchange Business.
 Interest Allowed on all Deposits Rates on Application.
 LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO.,
 38] D. M. BIGGAR, Manager.

F. & O. BANKING CORPORATION, LIMITED.
 PAID UP CAPITAL \$2,000,000.
 RESERVE FUND \$2,000,000.
 HEAD OFFICE:
 122, Leadenhall Street, LONDON, E.C.3.
 The Corporation undertakes general Banking and Exchange business of every description in addition to its Branches in all the principal towns of the World.
L. E. HOPKINS, Manager.
 38] P. & O. Building, HONGKONG.

Printed and Published by OLIVER THOMAS BRACKENRATH, for the HONGKONG DAILY PRESS, LTD., at 1A, Charter Road, Victoria.
 Hongkong. London Office: 131, Fleet Street, E.C.4.